City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	September 12, 2008
Meeting Date:	September 22, 2008
Subject:	Comment Letter on the June 21, 2008 Circulation Draft of the Lamorinda Action Plan

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Introduction / Discussion

The Contra Costa Transportation Authority (CCTA) and its regional transportation planning committees are undertaking updates to their Action Plans for Routes of Regional Significance. Councilmember Tatzin is the City's representative to the CCTA and Lafayette's regional planning committee, Southwest Area Transportation (SWAT). As part of this update process, the City Council and the Circulation Commission jointly met in April 2008 when you received a presentation from CCTA staff on the draft Lamorinda Action Plan which covers SR 24 and Pleasant Hill Road north of the freeway. The Commission and Council have reviewed and provided input on earlier versions of the draft plan. SWAT was preparing to release a Circulation Draft of the Lamorinda Action Plan when it learned that the Action Plan for the area north of Lafayette (TRANSPAC) on Pleasant Hill Road has not yet been circulated and its draft did not contain multi-modal service objectives (MTSO) as required. Staff prepared a report, attached for the Commission's most recent review of the draft document which explains staff's concerns and steps that the CCTA may be considering to respond to a request from TRANSPAC to adopt its plan without MTSOs. Due to the current and future congestion issues identified in the draft Lamorinda Action Plan for Pleasant Hill Road and SR 24, it does not seem prudent to recommend adoption of SWAT's Action Plan for a downstream route without reviewing and coordinating it with the upstream Action Plan.

Nevertheless, staff has reviewed the June 21, 2008 draft of the Lamorinda Action Plan and we believe that the Lamorinda Program Management Committee (LPMC), a subcommittee of SWAT, has addressed the substantive comments made previously by the City Council. At its September 2, 2008 meeting, the Circulation Commission reviewed the plan and suggested some minor changes to better clarify some elements of the plan. Staff prepared a draft comment letter, attached, to the CCTA that incorporates both staff's and the Commission's comments. Both the Commission and staff recommend

forwarding its comments to the CCTA, but noting that the City is withholding final comment and recommendation due to the unavailability of a draft Action Plan from TRANSPAC.

Fiscal Impact

None.

Recommendation

1. Forward comment letter to the CCTA withholding final comments and support of the Lamorinda Action Plan.

Attachments

1. Draft comment letter
2. June 18, 2008 Draft Lamorinda Action Plan
3. August 21, 2008 Circulation Commission staff report with attachments

c:\users\lgreenblat\documents\leah's work files\circulation commission\reports to council\2008\draft lamorinda action plan.doc

September 12, 2008

Martin Engelmann, Deputy Executive Director, Planning
Contra Costa Transportation Authority
3478 Buskirk Ave., Suite 100
Pleasant Hill, CA 94523

Dear Mr. Engelmann:

Thank you for the opportunity to comment on the July 21, 2008 Lamorinda Action Plan. Pending the outcome of the CCTA discussions regarding the Growth Management Plan requested by TRANSPAC and a draft of the TRANSPAC Action Plan is available, the content of the draft Lamorinda Action Plan may need future revision. Until these matters are settled, the City of Lafayette will withhold final comment and recommendation of the document. In the interim, our Circulation Commission and staff have reviewed the document and our comments on the draft are summarized below.

Preliminary Draft Comments on the July 21, 2008 Draft Lamorinda Action Plan Update

Item	Page #	Issue	Recommendation
1.	26	The concept of gateway constraint should apply in both the southbound and northbound direction of Pleasant Hill Road. It is not desirable to widen or re-align the northbound direction. The impacts associated with implementing constraints on Pleasant Hill Road to local, parallel routes, i.e. Reliez Valley Road to PHR are not sufficiently addressed.	Delete "Location to be Determined)" Insert Similarly, the northbound 2 lanes are a gateway constraint. Add additional information about how possible impacts to Reliez Valley Road could be minimized. Identify possible projects that would be needed.

Preliminary Draft Comments on the July 21, 2008 Draft Lamorinda Action Plan Update			
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3.	Response to Lafayette comment 32	These actions are no longer suggested; the LPMC has indicated it wants the gateway constraint on Pleasant Hill Road. LOS should be calculated for key intersections on PHSR in order to establish baseline figures to evaluate the future need for implementation of gateway constraints. At what point are suggested actions incorporated into the document?	Incorporate "suggested" actions which LPMC has indicated support for. Provide LOS calculations for key intersections.
4.	Response to SWAT comment 3	The consultant's response does not address how other RTPC's can be made to abide by Lamorinda's lower thresholds.	
5.	Response to Lynn Hiden's comment 9	The LPMC has indicated its support for recommended policies. When will the new actions be merged with the old actions to have one complete list of actions?	A final plan should not differentiate between the previous plan and the elements added to the revised plan.
6.	26	The concept of gateway constraint should apply in both the southbound and northbound direction of Pleasant Hill Road. It is not desirable to widen or re-align the northbound direction. The impacts associated with implementing constraints on Pleasant Hill Road to local, parallel routes, i.e. Reliez Valley Road to PHR are not sufficiently addressed.	Delete "Location to be Determined)" Insert Similarly, the northbound 2 lanes are a gateway constraint. Add additional information about how possible impacts to Reliez Valley Road could be minimized. Identify possible projects that would be needed.

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9.	Response to SWAT comment 3	The consultant's response does not address how other RTPC's can be made to abide by Lamorinda's lower thresholds.	
10.	Response to Lynn Hiden's comment 9	The LPMC has indicated its support for recommended policies. When will the new actions be merged with the old actions to have one complete list of actions?	A final plan should not differentiate between the previous plan and the elements added to the revised plan.

Thank you for the opportunity to provide comments on the draft plan. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,

Mike Anderson
Mayor

cc: Calvin Wong, LPMC staff contact

DRAFT

City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	August 21, 2008
Meeting Date:	September 2, 2008
Subject:	Review of June 18, 2008 Circulation Draft of the Lamorinda Action Plan

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Introduction / Discussion

The Circulation Commission last discussed the draft Lamorinda Action Plan in April, 2008. At a joint meeting with the City Council, minutes attached, you received a presentation from the Contra Costa Transportation Authority (CCTA) staff and its consultant. That meeting was following on April 21, 2008, minutes attached, by a Commission meeting in which you forwarded comments to the Council. The Council considered and revised the Commission's comments prior to forwarding them to the CCTA. The CCTA's consultant prepared a summary and proposed responses to all of the comments received, attached. The Lamorinda Program Management Committee (LPMC) considered the comments, the proposed responses prior to incorporating changes and authorizing a circulation draft of the Lamorinda Action Plan, attached, at its July 21, 2008 meeting. The CCTA now requests that each regional transportation planning committee (RTPC) provide its comments on the Action Plans.

At this point in the review process, the CCTA intended that all of the Action Plans prepared by all of its RTPCs would be available for circulation and comment. As of this writing, it is Lafayette staff's understanding that the Action Plan covering the area immediately north of Lafayette (TRANSPAC) is not available. TRANSPAC's Action Plan should address upstream transportation issues that will directly impact Pleasant Hill Road, a designated Route of Regional Significance. Lafayette staff therefore has not been able to review TRANSPAC's Action Plan. Since the content of TRANSPAC's plan could have significant regional and local transportation consequences to SR-24, Pleasant Hill Road as well as many other Lafayette streets, we view this situation with concern.

Based on staff's review of the circulation draft of the Lamorinda Action Plan, we believe that LPMC has addressed the substantive comments made by the City Council. However, without knowing what is proposed upstream of Pleasant Hill Road in

ITEM 6A

TRANSPAC's Action Plan, staff is now not able to evaluate whether the draft Lamorinda Action Plan will adequately address Lafayette's local and regional transportation issues and needs.

Fiscal Impact

None.

Recommendation

1. Forward a recommendation to the City Council to withhold final comments on and support of the Lamorinda Action Plan due to the unavailability of a draft Action Plan from TRANSPAC

Attachments

1. Excerpt of April 14, 2008 City Council and Circulation Commission joint meeting minutes
2. Excerpt of April 21, 2008 Circulation Commission meeting minutes
3. Summary table of "Comments on the Lamorinda Action Plan by LPMC Jurisdictions and SWAT and Proposed Responses," June 23, 2008, DKS Associates.
4. July 21, 2008 circulation draft of the Lamorinda Action Plan

Cake Break
The City Council took a break at 8:00 p.m. and reconvened the regular meeting at 8:11 p.m.

5. PUBLIC COMMENTS (Continued)

ANN BURNS thanked Ron Lefler for working to have their street's major potholes filled a couple of weeks ago. She greatly appreciates this and while it is a long way to getting the road completely fixed, the major holes were repaired and were no longer a safety hazard. She also implored the Council to do something about reviewing the policy for the roads.

Vice Mayor Tatzin requested Ms. Burns return in the winter to let the Council know how the potholes were holding up.

Convene joint session with Circulation Commission

ACTION: It was M/S/C (Tatzin/Andersson) to convene the joint session with the Circulation Commission. Vote: 5-0-0 (Ayes: Anderson, Tatzin, Andersson, Anduri, Federighi; Noes: None; Absent: None).

C. Martin Engelmann, Contra Costa Transportation Authority Deputy Director and Leah Greenblat, Transportation Planner
Draft Lamorinda Action Plan
Recommendation: Receive and provide comments.

Transportation Planner Leah Greenblat introduced Martin Englemann, Deputy Director of the Contra Costa Transportation Authority and Bill Loudin of DKS, stating the Lamorinda Planning and Program Management Committee (LPMC) has been working on drafting the Plan, said they are a subset of the Southwest Area Transportation Committee (SWAT), they are looking at what the CCTA calls the Routes of Regional Significance, and in Lafayette, they have Pleasant Hill Road, Highway 24 and in Orinda, Camino Pablo/San Pablo Dam Road.

She said Vice Mayor Tatzin sits on the CCTA committees and herself, Mr. Coe, Vice Mayor Tatzin and Ms. Srivatsa all have looked at various drafts of the plan and tried to help shape it. A lot of the parts of the plan seen tonight are in response to traffic modeling that the plan has been focused on. It shows that in the future routes of regional significance will become more congested with traffic and it will have impacts on the parallel routes and on local streets. One of the key elements is a gateway policy to maintain capacity for Lamorinda residents on the routes of regional significance. These changes in the Action Plan are in response to try and maintain some access and prevent the spillover onto local streets, as well as to maintain access on BART trains for Lamorinda patrons.

She said in the agenda packet, there is a copy of the draft Plan as well as a preliminary list of staff comments and many are focused on pedestrian and bicycle safety along Pleasant Hill Road. Additionally, staff would suggest that some additional traffic volume counts on Pleasant Hill Road be done to establish some baselines for these gateway objectives discussed in the plan.

ITEM 6A
Attachment 1

Martin Englemann, Deputy Executive Director of CCTA, presented the Lamorinda Action Plan, said they started last summer and has worked intensively with the Technical Advisory Committees, staff and cities to respond to requirements of Measure C and also to the upcoming Measure J. When Measure C was passed 20 years ago it included a paragraph which states that jurisdictions that comply are entitled to receive the 18% improvement funds from the sales tax. Measure C has strict LOS standards and much more flexible standards for regional routes, which are left up to SWAT and LPMC, but it states that they shall review and determine traffic originating outside of the county, environmental and financial considerations, jointly determine appropriations of regional traffic patterns, and traffic plans were then prepared.

Measure J goes into effect one year from now and action planning concepts were put into the measure, which he read into the record. He said this is part of the requirement that you participate in the multi-jurisdictional process, the identification of routes of regional significance took place 10 years ago, and 1995 covered State Route 24 and later in 1998, Pleasant Hill Road and Camino Pablo was developed. St. Mary's, Mt Diablo, Moraga and Rheem are not considered routes of regional significance and are not addressed in the action plan. What that means is that projects for those routes, therefore, the standards fall within the jurisdictions in which they lie.

He and Bill Loudin have a draft action plan to be presented tonight and they will go through the schedule for review and take questions. Bill Loudin is the Principal at DKS and project manager for the action plan development.

Bill Loudin of DKS presented the PowerPoint presentation, reviewed the agenda of the objectives and schedule, background and proposed changes. He presented the tentative schedule with an approved final action plan for October 2008. Components of the action plan include statements of vision, goals and policies, routes of regional significance, multi-modal transportation service objectives, implementation actions, regional development review and mitigation fee program. The Lamorinda routes of regional significance include SR 24, Pleasant Hill Road and Camino Pablo/San Pablo Dam Road. Statements of vision, goals and policies include environmental quality, community character and use of alternative modes; formalizing the policy of gateway capacity constraints to preserve local mobility; improving safety for all travel modes; and cooperative planning. He presented existing measure of service objective standards and whether or not they were achieved in 2007 for SR 24, Pleasant Hill Road and Camino Pablo/San Pablo Dam Road. MTSO Updates include on-ramps, and the delay index calculation on SR 24. The delay index is 1.5 or less for all but the six most congested hours of the day on SR 24; and a loading factor (ratio of passengers to seats) on BART of 1.5 or less for each hour of the day was added along with a MTSO for a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard within one signal cycle or less.

He presented forecasts of MTSO Values for 2030 by measure, standard and whether or not they were achieved for 2030 for each of the SR 24, Pleasant Hill Road and Camino Pablo/San Pablo Dam Road. Proposed actions as a result for SR 24 include: implement an incident management program; expand transit service through Caldecott Tunnel, support Caldecott Tunnel Fourth Bore, and expand park-n-ride opportunities. Pleasant Hill Road proposed actions include: establish and maintain County Connection bus service on Pleasant Hill Road; maintain school bus service on Pleasant Hill Road and

Taylor Boulevard; investigate appropriate mechanism to discourage use of Pleasant Hill Road as a substitute for freeway travel; and expand park-n-ride opportunities north of Lafayette.

For Camino Pablo/San Pablo Dam Road, proposed actions include: support actions to increase transit use, encourage alternative travel modes through pedestrian and bicycle improvements and to encourage safe travel on corridor.

Proposed programmatic actions: 1) Support transit, HOV and demand management programs to reduce vehicle trips; 2) support the development of a seamless HOV network on I-80 and I-680; 3) support school start times that reduce peak commute loads; 4) support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools; and 5) evaluate traffic management options to implement Gateway Capacity Constraints Policy.

Mr. Englemann described plan implementation through monitoring and review: Circulation of development EIR's, General plan amendments, and review of action plans. He presented the tentative schedule as follows:

Circulate Draft Action Plan	March-April 08
Analyze complete set of action plans	April 08
Review comments on craft action plan	May 08
Prepare revised draft action plan	May 08
Approve "Proposal for adoption" of action plan and forward to CCTA	July 08
Prepare Final action plan update	September 08
Approve final action plan update	October 08

Mayor Anderson confirmed with members of the Circulation Commission that they had received a copy of the Circulation Draft of the Action Plan.

Commissioner Wood referred to the circulation of Development EIR's and reporting increases in trips, and she asked what consequences would there be for the jurisdictions that report 50 or 100 more trips. Vice Mayor Tatzin said the process involves notification and other jurisdictions may comment, but there is nothing in any Measure C or Measure J language that gives any jurisdiction control over the land use decisions made by different jurisdictions. He said cities can try and negotiate for reduced project size or mitigation measures or take a jurisdiction to court, but ultimately, the jurisdiction in which the development lies makes the land use decision. He said conceptually, there is a procedure within Measure C where jurisdictions are supposed to enter into mutual discussions and joint planning and if this is not done, the jurisdiction may risk losing their return-to-source funding, but this never happened in the history of Measure C.

Commissioner Wood said if a huge development is built upstream on Pleasant Hill Road that has an impact on Lafayette's ability to reach its goals, she believed the City would suffer. Vice Mayor Tatzin said this is where the gateway constraints policy comes into play. He said Walnut Creek has done this and has installed metering lights that affect traffic coming in from parts of East County, which maintains traffic flow and makes it easier for people in Walnut Creek to get out onto streets. Gateway constraints could be required on Camino Pablo and Pleasant Hill Road and to some extent already exist on

SR 24. He believed that mutual cooperation is better than nothing but it is not a cure-all, and he believed the City can only hope for mutual cooperation.

He said there was an early goal of reducing congestion, but early on they realized that we want to make congestion less bad than it would be otherwise. It is true that more people generally cause more trips, and Commissioner Wood agreed and said if the fourth bore is built, more people will come.

Commissioner Hiden noted that the 18% return-to-source money was conceived by the City's Engineer, Chuck DeLeuw. Regarding the housing numbers she asked Mr. Loudin and Mr. Englemann whether or not they used the housing numbers devised by ABAG in November 2007 which were radically different. Mr. Englemann said the development of the land use forecast actually takes a lot of time and by the time they are done developing the plan and ABAG comes up with new numbers. He acknowledged they were a bit behind and they are using Projections 2005. However, the nice thing is that they have been subject to local review by all local jurisdictions, they have been fine-tuned and agreed upon by local jurisdictions and they have kept it within the 1% tolerance, which is based on Projections 2005. He also said they plan to skip one year in order to catch up.

Commissioner Hiden asked that information come to the Circulation Commission, referred to page 20 and questioned what 229% on the graph represented. Mr. Loudin said this is the modeling for 2030 and the 229% is the percentage increase in transit ridership they saw in their modeling on the single route serving the Camino Pablo/San Pablo Dam Road corridor.

Commissioner Hiden referred to page 32 it refers to the General Plan Amendments. Moraga and Lafayette are both doing downtown specific plans which will involve revisions in both cities: She questioned if this meant that if rezoning is done, each downtown specific plan will have to go through the review process for Lamorinda, SWAT and the rest of the CCTA. Vice Mayor Tatzin said if the plan meets the threshold level of changes in number of trips, then the other jurisdictions would be noticed. If no one comments on it, there is no real process.

Commissioner Poling questioned whether the gateway constraint idea was being extended to all the Action Plans, and Mr. Englemann said at present the only area that has a formal Gateway Constraints policy is in the Tri-Valley where they saw in 2030 that the forecast was overwhelming in terms of traffic coming in from San Joaquin, so they set some physical constraints on width. He said the other policy in place in Central County is really not so much a constraints policy but signals to meter traffic. On Pleasant Hill Road, there is a two-lane width southbound. This can be adopted as a gateway constraint or a traffic management program with metering, but the idea is to get these ideas going in your Action Plan with more analysis to formalize them. But the decision is whether you will want to move forward with those gateways, however, he said it is not mandated at all.

Councilmember Andersson said if gateway constraints were only in place in the Tri-Valley, if they are successful in squeezing traffic on other routes and other areas adopt something similar, he questioned whether traffic was simply being squeezed back and forth and slowing everything down.

Mr. Englemann said the idea is actually to manage the traffic. He said they are not trying to squeeze people out. The traffic management program on Ignacio Valley Road encourages traffic to use I-680, Highway 4 and I-580. They are squeezed there rather than on the arterial streets. To help them along on the freeway, they are also looking at freeway performance initiatives which would help freeways operate better, including ramp metering.

Mr. Loudin said there are also other choices such as diversion to transit, shift in time which could result in peak spreading, changes in where people go, and ultimately, land use changes, and they are working with forecasts based on a set of assumptions and the gateway policies could result in many other changes.

Councilmember Andersson questioned how the BART goal of 1.5 on the loading factor worked and asked if BART runs trains at the minimum headway or could they put more trains through. Mr. Loudin said there are constraints in the BART system in their switching points and not so much on the line. There is a Y that feeds into the tube under the Bay and this is a significant congestion point. This puts capacity restrictions on the line through to San Francisco, but has nothing to do with trains to Oakland or to Fremont. So there are possibilities where someday the Y could be solved through better design.

Ms. Greenblat added that one of the impetuses for adding the loading capacity for BART was e-BART; there will be an extension upstream and people would be transferring onto BART and coming through Lamorinda, and Lafayette wants to plan for that.

Councilmember Federighi said one of the new actions added with the 2008 plan update was to support operational improvements that increase through-put on I-80 to reduce diversion of traffic to Lamorinda. She believed I-80 is worse than SR 24 and she questioned what improvements could the City anticipate.

Bill Loudin said there is a major multi-million dollar effort underway with special funding to do intelligent transportation systems to reduce traffic conflict and get more through-put in the most heavy congested peak periods, and it hopefully will increase the through-put even though the capacity remains significant. Often during the peak period the throughput will increase to a point until there is breakdown and then it drops off drastically. Measures like ramp metering are designed not just to hold people back, but to smooth the flow so there is a breakdown and so that people are staying out at that maximum through-put point.

Vice Mayor Tatzin suggested that the Circulation Commission hear the item and report back at the next Council meeting, and Councilmember Federighi requested their comments be made in writing.

Adjourn joint session

ACTION: It was M/S/C (Tatzin/Andersson) to adjourn the joint session. Vote: 5-0-0 (Ayes: Anderson, Tatzin, Andersson, Anduri, Federighi; Noes: None; Absent: None).

8. OLD BUSINESS

A. Matt Luttropp, Associate Engineer

City of Lafayette
Circulation Commission Regular Meeting
Minutes

Lafayette Community Center
Lafayette, CA

April 21, 2008
7:00 PM

1. **Call to Order** Chair Ross called the meeting to order at 7:05 PM.

2. **Roll Call**

Present: Chair Ross, Vice Chair Hughes, Commissioners Hiden, and Sevilla

Absent: Commissioners Holit, Poling and Wood

BPAC: Claude Aiello

Staff: Ms. Leah Greenblat, Transportation Planner; Mr. Chuck DeLeuw, Consulting Traffic Engineer, Ms. Marie Pettersen, Contract Minutes Taker

3. **Adoption of the Agenda**

Commissioner Hiden moved and Vice Chair Hughes seconded adoption of the agenda as submitted. The motion was approved by unanimous voice vote.

4. **Public Comments**

Guy Atwood said he would be submitting a letter to staff requesting the speed limit on Pleasant Hill Road, which is presently 55 mph, should be reduced to 50 mph to make it consistent with the City of Pleasant Hill speed limit. He requested that the Circulation Commission get involved in some way.

Vice Chair Hughes asked where on Pleasant Hill Road was the speed limit 50 mph.

Mr. Atwood replied that the speed limit was 35 mph until Rancho View Road and then becomes 55 mph up to the City of Pleasant Hill border.

Ms. Greenblat said that if she understood the section Mr. Atwood was referring to, this section, northbound to the split, was not within the City of Lafayette. Southbound is within the City of Lafayette. Mr. DeLeuw and Ms. Greenblat have been reviewing that stretch of roadway and believe that part of the roadway belongs to the County.

Commissioner Hiden suggested putting this item on a future agenda and wondered how long it would be before the various jurisdictions took some action on this.

Ms. Greenblat said that the Pleasant Hill Road engineer sets the speed limit for the County portion north of the split who are in the process of performing speed surveys.

5. **Old Business**

a. **Draft Lamorinda Action Plan Update**

The Commission was handed out emails from Vice Chair Hughes, Guy Atwood, Commissioner Poling, and Commissioner Hiden.

ITEM 6A
Attachment 2

Ms. Greenblat said this item was a continued from discussion with Council at the joint meeting last Monday. At this meeting, CCTA and DKS Consultants gave a presentation on the draft Lamorinda Action Plan. Council requested that the Circulation Commission review the plan further and provide comments. Staff has prepared comments, which were included in the April 14 joint meeting packet. Staff noted one additional comment that was not included which was to provide additional traffic data collection on Pleasant Hill Road.

Vice Chair Hughes referred to his comments included in the handout and asked what the Gateway Constraint Policy was.

Ms. Greenblat replied that gateway constraint was like ramp metering limiting the flow of traffic. If there is a wide passageway, more cars can go through while a narrower passageway allows fewer cars to travel through. There do exist gateway constraints on Highway 24 such as the tunnel and the 24/680 interchange. The plan recommends keeping lane quantities for the feeder from 680 to 24 and the same southbound, which have a metering effect.

Vice Chair Hughes asked what the final date was for the update to the plan.

Ms. Greenblat said that the CCTA wants the plan adopted by the end of 2008.

Vice Chair Hughes asked if the CCTA, Draft Implementation Guide in the footnote on page 25 of the plan was ever finalized.

Ms. Greenblat said this was a regional county planning document and the CCTA is making the transition from Measure C to Measure J, which is going through a public review process.

Vice Chair Hughes said on page 24, compliance will be a big issue and wondered about the checklist and who is monitoring compliance.

Ms. Greenblat said that we have the Measure C checklist, which is brought to the Commission periodically. The city has to do monitoring of intersections not of regional significance, noting LOS standards at certain intersections, and follow the rules in the action plan document. Every jurisdiction completes a checklist.

Commissioner Hiden asked if staff has seen the new checklist as it applies to Measure J.

Ms. Greenblat said she has not as Measure J is not in effect yet. The footnote is referring to an implementation guide, not a checklist.

Commissioner Hiden requested that her comments be included in the Commission's response. She wondered what was the best way to delete "ed" from all places where the word "forecasted" appears, as this is grammatically incorrect.

Ms. Greenblat suggested emailing Martin or Council member Tatzin to mention this.

Chair Ross opened the meeting to public comment on this item.

Guy Atwood said he supports new action on Pleasant Hill Road. On pages 26 and 27 of the plan, where it discusses ramp metering as it applies to Highway 24 south on Pleasant Hill Road, he feels this would be a bad idea. This intersection is only one block from the intersection of Pleasant Hill Road and Deer Hill Road and feels this would back traffic up during commute hours. He also would not want any widening of Pleasant Hill Road to Rancho View Road. Cars already move too fast on this stretch of road and there are two schools located nearby. He feels there should be a Park and Ride north of Lafayette and thinks the intersection of Deer Hill and Pleasant Hill Roads could be used for this purpose.

Chair Ross closed the public comment period on this item.

Commissioner Hiden asked if the possibility of a Park and Ride at Deer Hill and Pleasant Hill Roads could be added as an action for Pleasant Hill Road in the plan.

Ms. Greenblat said that staff had some concerns with this suggestion, as this would create a congested intersection where they do not want to attract any more cars. The State Route 24 Transit Cooperative Study strongly encouraged future Park and Ride areas outside the Lamorinda area. In regards to Mr. Atwood's comments about ramp metering, Ms. Greenblat noted that 680 north as it comes into 24 east has gateway constraints which have a metering effect. She did not feel that the plan's intent on these pages was for metering at this location. She will add a comment that this language should be clarified.

Commissioner Sevilla said she remembers at the presentation they were not talking about ramp metering at any Lamorinda location.

Council member Don Tatzin arrived at the meeting to answer any Commissioners' questions about the plan.

Commissioner Sevilla said that there were concerns about possible ramp metering in Lafayette.

Council member Tatzin said that they would resist any ramp metering in Lafayette and that the action plan does not call for any.

Mr. DeLeuw said that his interpretation was that ramp metering was listed as a traffic management strategy but was not recommended for any location in Lamorinda.

Council member Tatzin recommended leaving the suggestion of ramp metering in the plan to provide flexibility if needed.

Commissioner Hiden asked if ABAG's current housing numbers could be incorporated in the plan rather than leaving the plan based on 2005 numbers.

Council member Tatzin said the numbers reflect this decade and new numbers would be used for the next decade.

Commissioner Hiden said they need to reflect in the plan that new allocation trip numbers should not be factored in. She said that Commissioner Wood wanted to know, since the city has no control over through trips, how might the city be penalized in return to source dollars since the city would not be in compliance.

Council member Tatzin said he thinks this would be highly unlikely. They are supposed to work on the actions specified that might achieve their goals, but the cities don't have to achieve that concept.

The Commission agreed to add Commissioner Poling's comments regarding the proposed policy of gateway constraints that could limit the ability to add capacity at some future point, if conditions warrant it, and it would serve Lamorinda. She also wondered how difficult it would be to make a revision to the plan.

Ms. Greenblat asked Commissioner Hiden what the direct connection was with her memo's comment #2 and the action plan. Ms. Greenblat noted that the document addressed telecommuting during non-peak hours.

Commissioner Hiden suggested combining her comments #1 and #2.

Ms. Greenblat said she would request clarification of employers and employees in the plan and include a discussion on telecommuting.

Commissioner Hiden's comments #3 and #4 were eliminated from inclusion in the Commission's comments.

The Commission agreed to add comment #5 as an explanation in a footnote to the plan.

The Commission agreed to add comment #6 to their list of comments.

Comment #7 was eliminated from inclusion in the Commission's comments.

The Commission agreed to add comment #8 to their list of comments.

Comments #9 and 10 were eliminated from inclusion in the Commission's comments.

From comment #11, the Commission agreed that the year the ITE Trip Generation chart was published should be included in the plan.

Comments #12, 13, 14, and 15 were eliminated from the Commission's 's list of comments.

Commissioner Hiden moved and Commissioner Sevilla seconded to forward to Council for their consideration staf'sthe changes as noted from Commissioner Hiden's comments, Vice Chair Hughes' comment based on page 19, Traffic Forecasts of 2000, that this information should be updated to current 2008 forecasts, and staff's comments #1 - 28 originally submitted in the April 8, 2008 joint meeting agenda packet. Staff will with Chair Ross to consolidate these comments before their submittal. The motion was approved by unanimous voice vote.

6. Consent Calendar

a. Minutes of April 7, 2008

Commissioner Hiden amended page 4, line 34 to read: "Commission Hiden moved and *Commissioner Holit* ~~Vice Chair Hughes~~ seconded..."

Commissioner Sevilla amended page 4, beginning at line 5 to read: "Commissioner Sevilla *disagrees with using the light at Condit as a means to reduce speed* ~~agrees that the timing of the light at Condit used as a means to reduce speed is dangerous.~~ She loves the improvements for pedestrians and cyclists ~~but feels they need to consider parking practices along the road~~. This is a straight road *with no parking* and they have posted the speed limit at the 85th percentile."

Commissioner Hiden moved and Vice Chair Hughes seconded approval of the minutes of the April 7, 2008 Circulation Commission as amended. The motion was approved by unanimous voice vote.

7. Commissioner and BPAC Reports

a. Update on Recent Council Actions

There were no updates as the Commission had briefly discussed the recent joint meeting with Council.

8. Staff Reports

a. Update on Recent Council Actions

DKS Associates
TRANSPORTATION SOLUTIONS

Comments on the Lamorinda Action Plan by LPMC Jurisdictions and SWAT and Proposed Reponses
6-23-08

#	Location	Comment/Question	Suggested Revision	Modification or Response
Lafayette				
1.	Pg. 3, ¶6	The LFFA operates under a Joint Exercise of Powers Authority	"…a Joint *Exercise* of Powers Authority (*JE*PA) …	Change made
2.	Pg. 4, ¶2&3	Chapter 2 and 3 both identify Multimodal Transportation Service Objectives. Why identify the same MTSOs twice? Is there a difference between them? If so, specify it.		Chapter 2 describes the elements of the Action Plan and establishes the MTSOs. Chapter 3 describes the existing travel conditions and gives the values for the MTSOs.
3.	Pg. 7, Item 11	Springhill Elementary and Acalanes High School are both on PHR. The road is also part of the bikeway network. Pedestrian and bicycle safety should not be compromised to accommodate regional traffic.	"Efficiency improvements…are important, *but not at the risk of compromising pedestrian and bicycle safety."*	Change made
4.	Pg. 7, ¶SR 24, Item 3	Clarify that the 1.5 BART loading factor is for any given hour, not an average of all hours.		Change made
5.	Pg. 7, ¶PHR, Items 3 &4	Could a maximum wait time for drivers on side streets result in an increase in the delay index; therefore the 2 statements cancel each other out?	Revise statements to avoid ambiguity.	Yes, the two MTSOs could potentially conflict.
6.	Pg. 12, ¶5	County Connection provides limited service within Lamorinda.	"The stations can be accessed through…*several* ~~numerous~~ County Connection bus routes.	Change made
7.	Pg. 13, Table 1	Footnote #1 is not provided.		Footnote reinserted
8.	Pg. 16, Section 3.3.3	The Lamorinda Spirit Van provides supplemental paratransit service. Add a paragraph describing this service.		Description added
9.	Pg. 17, Section	It is unclear what is contributing to the future growth. Is it Seniors aging in place? Living	Add additional descriptive information explaining the	Statement added: "The forecasts were developed based upon ABAG's

ITEM 6A
Attachment 3.1

#	Location	Comment/Question	Suggested Revision	Modification or Response
	4.1	longer? It must be something else too since new households are also forming?	nature of the anticipated growth.	Projections 2005, and were subject to extensive review by the local jurisdictions. The forecasts reflect that by 2030, the percentage of people who are over the age of 62 and still in the work force will have dramatically increased. This trend applies not only for Lamorinda, but also for the remainder of Contra Costa."
10.	Pg. 19, Section 4.3	How is a "moderate" pace growth in traffic demand defined? Table 5 shows the growth at 30% on PHR, the highest of all segments forecasted.	Provide more context for what is "moderate". Clearly state factors contributing to this growth rate.	"Moderate" pace changed to significant
11.	Pg. 20, Table 6	Will these MTSO values change as the MTSO's in other Action Plans are added to the model? As a downstream jurisdiction, it would seem that Lafayette would need to understand the cumulative impacts of the upstream Action Plans before finalizing the Lamorinda Action Plan.	Add reference to later discussion on pages 25-25.	The values in the revised Draft will reflect the growth in all subregions and all Action Plan strategies.
12.	Page 21, Chapter 5	Organizationally, Chapter 5 might benefit by using a similar section numbering system as deployed in other chapters.		Section number made consistent
13.	Pg. 21, ¶2 and Tables 7-9	It is staff's understanding that the Lamorinda jurisdictions have not been responsible or funded the monitoring of the MTSOs in the past; yet the first sentence implies a change. This section and/or Tables 7-9 should be revised to clearly state who has what responsibility, particularly for the funding of the monitoring program.		CCTA indicated as responsible for MTSO monitoring
14.	Pg. 21, ¶2	In the second to last sentence, the list of actions implies that they should occur only north of	"Actions such as … building park-n-ride lots north of	Reference to "north of Lafayette" eliminated

#	Location	Comment/Question	Suggested Revision	Modification or Response
		Lafayette. The proposed actions would also be beneficial if implemented along the I-680 corridor to the south of SR 24.	Lafayette *and along the I-680 corridor south of SR 24* are proposed" Revise other portions of the draft plan to reflect this change.	
15.	Pg. 21, ¶2	The last sentence might imply that pedestrian and bicycle safety is not an issue on 2 out of 3 routes. As noted above, non-motorized safety is an issue on PHR. Additionally, the many SR 24 on and off ramps within Lamorinda raise potential safety and access concerns as well.		Now applied to all
16.	Pg. 22, Item 9	The recent Lafayette Downtown Employee-Employer survey showed that a significant number of employees commuted from north and east of Lafayette. Given the existing lack of transit service linking these areas to Lafayette, the City should also be supportive of expanding regional bus service in these areas as well, especially those not served by BART.	More actions need to be considered to address traffic generated to the north and northeast of Lafayette. At a minimum, revise proposed Action #9 or add a new Action to support expanding regional transit service to communities north and northeast of Lafayette such as Concord, Pleasant Hill, Martinez and Antioch.	Change made
17.	Pg. 23, Table 8	Pedestrian and bicycle safety along PHR are not sufficiently addressed. Specific actions supporting non-motorized transportation safety, particularly around schools, trailheads and at intersections should be added.	*Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network.*	Action added for Pleasant Hill Road
18.	Pg. 23, Table 8	An assessment of future transportation needs within Lamorinda, especially in light of the forecasted increase in the senior population should be addressed in the proposed actions.	*Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of*	Action Added for SR 24 to cover all areas of Lamorinda and to be a joint responsibility

#	Location	Comment/Question	Suggested Revision	Modification or Response
			the senior population.	
19.	Pg. 26, ¶1	Have other RTPC's other than SWAT utilized gateway constraints?	List other locations within Contra Costa County where gateway restraints have been used.	This is in the Action Plan for only one other RTPC (Tri Valley) and it is already listed
20.	Pg. 26, ¶3	The proposed westbound, four-lane cross section to be retained as a gateway occurs on SR-24, west of PHR, not I-680.	"The four-lane cross section of ~~I-680~~ *SR-24* Westbound, just west of the PHR Off-ramp, is proposed as a Gateway Constraint."	Change made
21.	Pg. 27, ¶1	Due to the road grade on portions of PHR, the future location of the Gateway Constraint may need to occur north of Rancho View Dr. near the Taylor-PHR merge. Revise the location description.	"The two southbound through lanes on Pleasant Hill Road-*Taylor Boulevard* are proposed as a Gateway Constraint (Location to be Determined)"	Change made
22.	Pg. 27, Traffic Management Strategies	Why is there no italicized section summarizing the strategies similar to what was provided for the Gateway Policies?		The italicization was eliminated. Traffic management is identified as the mechanism for achieving the gateway constraint policies.
23.	Pg. 29, ¶1	Since Lamorinda has no reciprocity agreements currently in place to mitigate the impacts of new development that occurs outside of Lamorinda, should the Action Plan contain actions to develop such agreements with upstream RTPCs?		Action added under SR 24 to apply to all jurisdictions.
24.	Pg. 30, Bullet 1¶	Receipt of an application does not always mean complete information. Once an application is deemed complete, then that would be an appropriate time to notify others. This section should also specify that it is the Planning Directors for each jurisdiction who will receive the notification for developments generating		Changes made

#	Location	Comment/Question	Suggested Revision	Modification or Response
		10-50 peak hour trips.		
25.	Pg. 30, Bullet 3	In the case of a project that generates 50 or more trips, a jurisdiction should notify the Lamorinda Planning Directors and the staff liaisons to LPMC.		Change made
26.	Pg. 31, Table 10	Some of the ITE Land Use Categories used in this table do not reflect the type of development that typically occurs in Lamorinda. The example provided for Condos (ITE #230) has average trip generation rates of .44 in the AM and .52 in the PM. The Low Rise Condo rate (ITE #231) specifies an average AM rate of .68 and .78 in the PM. Using these, more appropriate trip generation rates, would result in the 50 trip threshold being met with a 64 unit project versus the 96 unit project cited in the table. In the current addition of the ITE Trip Generation Manual, the variation in trip generation rates among various apartment types is significantly less. The ITE rates generally do not vary by proximity to transit, mixed use development or highways. So a low rise condo. project built near BART could have the same ITE trip generation rate as a project built in a more isolated location where transit is not available and vehicle use would be more likely.	Revise Table 10 to use the trip generation rates for ITE's Land Use Category for Low Rise Condos (#231). Additional information should be added stating that these trip generation rates are only a guide and may need to be adjusted to fit the specific type of project proposed.	Low Rise Condo added as a category. A note was added indicating that the trip generation rates are only a guide.
27.	Pg. 32, ¶3	The draft plan states, "In certain cases, the MTSOs, as forecasted, may exceed their prescribed thresholds under growth already		The jurisdiction would not have to know that. Any GPA or development that would result in a worsening of the

#	Location	Comment/Question	Suggested Revision	Modification or Response
		included in the adopted general plans." How would a jurisdiction or LPMC know how much of the growth is accounted for? Practically speaking, how would the forecasted exceedance be separated from the proposed exceedance?		MTSO would require specification of an action that would mitigate the impact of the GPA or development.
28.	Pg. 32, ¶(b-c)	Clarify if the CCTA is also responsible for items b and c. Where will the funding for these review and focused plans come from?		CCTA would be responsible for (a) and (c) but not (b). Funding for the focused Action Plan would be the determined jointly by the RTPC and CCTA.
29.		Average Daily Traffic counts on Pleasant Hill Road should be collected and included in the plan in order to measure changes in volumes that may warrant implementation of the Plan's actions.	Collect ADT volumes on 1. Taylor Blvd. north of the merge with PHR, 2. Pleasant Hill Rd., south of the merge with Taylor Blvd., 3. Pleasant Hill Rd. north of Stanley Blvd., and 4. Pleasant Hill Rd. north of the SR24 on and off ramps.	This was added as a suggested action prior to adoption of a gateway constraint approach.
30.		The latest ABAG Housing Allocations (2007) may have some impact on future housing distribution patterns that are not accounted for in the older ABAG numbers used in the draft Plan.	Add a paragraph explaining how the latest ABAG numbers may effect the information and conclusions discussed in the draft plan.	A note of explanation was added.
31.	Pg. 17-19	Telecommuters, home-based employment and local residents employed locally create different commute habits and transportation patterns than "typical" commuters. Lafayette has a large number of these types of workers, yet the draft plan generically discusses employment growth and traffic. For example, a home-based business or telecommuter may be more likely to generate trips during non-peak hours.	Add additional descriptive information about the various modes of commuting, especially within Lamorinda, and how the location of employment may affect transportation patterns locally.	Future increases in the percentage of people who telecommute or maintain a live-work arrangement could result in a future reduction in peak hour home-based work trip generation rates. At this time, however, we do not have a supportable basis for accurately predicting how this trend will play out. Therefore, for the purposes of this analysis, we have conservatively

#	Location	Comment/Question	Suggested Revision	Modification or Response
				assumed that future rates for telecommuting and live-work arrangements will remain constant through 2030 based upon the observed rates found in MTC's most recent travel surveys for the Bay Area. The following note added: "Travel forecasts were developed using the CCTA model system. The travel behavior represented by the CCTA model, which is consistent with the regional model used by MTC, is used to represent the growth in travel in each subregion. Forecasts are used to pivot off of existing travel patterns as reflected in traffic counts and transit ridership counts. These counts capture any unique travel characteristics of the travelers in any particular subregion."
32.	Pg. 20, Table 6	A 2030 Baseline showing a 229% increase in ridership warrants an explanation in the body of the document. LOS should be calculated for key intersections on PHR in order to establish baseline figures in order to evaluate the future need for implementation of gateway constraints.	Add information explaining the large increase in ridership. Calculate the LOS for the following intersections: Stanley/Deer Hill, Springhill/Quandt, Reliez Valley and Rancho View.	The transit forecasts show a large increase in bus ridership over a fairly low base. This has been added as a suggested action if a gateway constraint is to be considered on Pleasant Hill Road.
33.	Pg. 23-27	Tables 7-9 imply that all of the new actions are listed within those tables, yet new actions (gate constraints and traffic management strategies)	The actions discussed under proposed Gateway Constraint Policies and Traffic	They are now explicitly included

#	Location	Comment/Question	Suggested Revision	Modification or Response
		are discussed later in the chapter.	Management Strategies should be included in the summary tables 7-9 so that these tables contain all of the proposed actions.	
34.	Pg. 26-27	Local success of gateway constraint and traffic management strategies in order to maintain downstream roadway capacity for Lamorinda is dependent on maintaining local control of decisions and signal operations.	The plan should include language to clarify that gateway constraints and traffic management strategies considered for specific routes within Lamorinda shall be determined only by a vote of locally elected officials at locally, noticed public hearing.	Statement added
35.	Pg. 27, Traffic Management Strategies	The reference to "ramp metering" creates a possible misrepresentation of the intended traffic management strategies. Freeway ramp metering is not desired on any Route of Regional Significance within Lamorinda. While ramp metering is a type of traffic management strategy, it is not an appropriate component of this plan.	Delete the reference to "ramp metering."	Reference deleted
36.	Pg. 31, Table 10		Cite the year of the ITE Trip Generation, 7th Edition.	Year (2003) added to reference
37.		The plan should identify a suitable location for a park and ride lot in Lafayette, on Pleasant Hill Road, north of the freeway.		This would be done as part of the plan implementation unless the jurisdictions already have locations identified.

#	Location	Comment/Question	Suggested Revision	Modification or Response
Moraga				
1.	Pg. 1 last	"incompliance" should be "in compliance"	"in compliance"	Change made

#	Location	Comment/Question	Suggested Revision	Modification or Response
	¶			
2.	Pg. 7	The delay index for SR 24 be changed to 3.0 to avoid limiting Lamorinda's ability for further growth and development	Change the Delay Index Value for SR 24 to 3.0	This would have to be the consensus of the TAC and adopted by the PAC
3.	Pg. 20 Table 6	In Table 6 the Baseline Value for DI on SR 24 is 4.1 in the AM and 5.7 in the PM. How do we expect to comply with 2.0 if we are already at that level now?		The Baseline values for 2030 are without the Actions proposed in the plan and with out the gateway constraints.

#	Location	Comment/Question	Suggested Revision	Modification or Response
SWAT				
1.		It would be appropriate for Lamorinda jurisdictions to collaborate on proactively defining the vision for transit in the Lamorinda area in the future. Additionally, this collaboration should occur within the near future and would be an appropriate action for incorporation in the Action Plan.		An action has been added to have the Lamorinda jurisdictions collaborate on the development of a Lamorinda Transit Plan. The action was added in Table 8 for SR 24 to cover all of Lamorinda.
2.		Consider developing a Lamorinda Transit Plan including an evaluation of the changing transportation needs of seniors who are aging in place.		An action has been added in Table 8 for SR 24 to cover all of Lamorinda.
3.		It was requested that the procedures for review of General Plan Amendments (GPAs) in the Lamorinda Action Plan be clarified. There are concerns about how jurisdictions outside of the Lamorinda area that propose GPAs would be subject to LPMC review where MTSOs for Routes of Regional Significance may be adversely affected.		The following note added: "Conversely, as required under Authority Resolution 93-02-G, the other RTPCs will notify SWAT of proposed projects and general plan amendments that exceed 100 peak hour vehicle trips."
4.	Pg. 31 Sec. 7.2	In paragraph 2, it was suggested that the language "… all GPAs within Lamorinda shall be subject to review by the LPMC" be changed		A majority of the LPMC members have expressed support for the language in the April 2 draft.

#	Location	Comment/Question	Suggested Revision	Modification or Response
		to "… all GPAs within Lamorinda may be eligible for review by the LPMC."		

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Circulation Commission Members' Comments on the Lamorinda Action Plan and Proposed Reponses
6-23-08

#	Location	Comment/Question	Suggested Revision	Modification or Response
Lynn Hidden – Lafayette Circulation Commissioner				
1.	General	Removing the "ed" from all "forecasted" words. "Forecast" is correct in both present and past tense as it reads.		Change made.
2.	General	Plan to conduct a study on car ownership and usage within the Town Centre existing condos for use in Lafayette's own Downtown Specific Plan trip projections.		This comment will be discussed with the LPMC TAC on 6-9-08.
3.	General	Adjust CCTA growth and trip projections to account for the new travel patterns that will be created by the new 2007 ABAG Housing Allocation revisions. As a result of these revised distribution patterns, LMO roads will be more impacted than previously anticipated (in 2005 when the information within this Action Plan was collected.		This will be done in the next update.
4.	Pg. 17 ¶ 2	I believe page 17, Para. 2 under Population Forecasts to be an incorrect assumption. It reads, in part: "Since there are currently fewer employees than employed residents, the net out-commuting travel pattern that exists today will likely continue." The last part of that sentence may be true but not necessarily as result of accepting the first part. No mention has been made of the high frequency of telecommuting taking place in Lafayette, significantly high enough for Bay Area cities that Lafayette's high		Research on telecommuting has been conducted as part of this project and there was no sufficient evidence to increase the amount of telecommuting in the forecast years beyond what is already incorporated in the CCTA model.

#	Location	Comment/Question	Suggested Revision	Modification or Response
		telecommuting numbers were was cited in the SF Chronicle over a year ago. This fact, in combination with the known high numbers of telecommuting from homes of which many of us are aware, calls for inclusion of comments citing such a use. It may very well account for less out-commuting but considerably more internal trips between the a.m. and p.m. peak hours.		
5.	Page 18 ¶1	Page 18, Para. 1, Employment Forecasts, I would recommend defining what is meant by "employment". Are telecommuters considered "employees"? Or are only commuters, either in or out, considered "employees". How are telecommuters accounted for in these figures? In the bottom para., if a person is employed at home, telecommuting, in Lafayette, is that person an employee and is his or her job a "Lafayette job"? If these are those, then there are probably far more "Lafayette jobs" being created than the writers of these and other studies and graphs have considered.		Employees are anyone that is employed by employers located in Lamorinda and whose workplace is in Lamorinda. Some of these employees are likely to telecommute a portion of the time. As indicated above, research on growth in the rate of telecommuting did not indicate the need to modify the assumptions in the CCTA model.
6.	Pg. 19 Fig. 10	Page 19, Figure 10, Employment Growth by Area, showing Lafayette very high. Source, CCTA Travel Demand Model projections 2005. This model should give some indication of understanding that just because a person is employed in Lafayette, there is not necessarily a hit on the Travel Demand Model projections. In addition, a second point should be made: Due to the 2007 revised ABAG Housing Allocations changing the allotment patterns within the		See comments above regarding use of the ABAG 2005 forecasts, the definition of "employment" and telecommuting.

#	Location	Comment/Question	Suggested Revision	Modification or Response
		County to a distribution more heavily allotted to cities with BART stations, LMO roads, including RRS within LMO, will be impacted differently, and probably more heavily by this revision that occurred following the 2005 studies done by the CCTA.		
7.	Pg. 19 Tbl. 5	Page 19, table 5, Peak Volume %age growth between 2000 and 2030 , the PH/Deer Hill intersection is shown to be the highest increase of any of the SR 24/Deer Hill/Orinda counts taken, that of 30% (southbound). This usage number should be conveyed to the Lafayette Planning Commission as it attempts to determine zoning for the NW and SW properties fronting Deer Hill/Pleasant Hill roads.		This comment will be passed on to the City of Lafayette representative on LPMC.
8.	Pg. 20 Tbl. 6	Page 20, Table 6, shows a 2030 baseline increase of 229%. Indicate what this figure stands for. In addition, Lafayette baseline figures for PH Rd intersections are needing updating and inclusion herein, footnoted as 2008 figures.		This forecast has been taken out tof the table.
9.	Pg. 25	Page 25, Proposed Gateway Constraint Policy, these policies recommended for consideration should be included in the tables on pp 23 and 24 as tentative proposals. LMO residents should be able to look at these tables and not find such considerations missing.		All of the recommendations that are in the category "New Actions Added with 2008 Action Plan Update" are tentative and are subject to final approval by LPMC and SWAT.
10.	Pg. 26	Page 26, Pleasant Hill Road, Proposed Gateway Constraints for Specific Routes- we should know by now that regarding traffic, at least, what goes		This comment will be discussed with the LPMC TAC on 6-9-08. It is part of the consideration of a gateway

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		around, comes around. If we constrain traffic on PH Rd in Lafayette southbound, we can count on Pleasant Hill's setting up similar constraints northbound, with potential for backing up traffic as it flows off the freeway (Hwy 24) during the evening peak rush hours. Lafayette's two schools located on PH Rd would have their air quality impacted by particulate from idling motors. I would recommend treading very lightly in any consideration of these recommendations.		policy. It is unlikely, however, that metering of northbound flow on Pleasant Hill Road or Taylor Boulevard in Pleasant Hill or Martinez would result in back-ups that would affect the off ramp from SR 24.
11.	Pgs. 26 and 27	Per pp 26 and 27, recommend stating clearly that any "gateway constraints" or "traffic management strategies" to be considered for specific routes within the LMO area shall be determined by a vote of locally elected officials as result of a well-noticed, locally conducted, local jurisdiction's public hearing, only.		Comment incorporated.
12.	Pg. 27	Page 27, per ramp metering: Don't even think about it. The impact of ramp metering anywhere along Lafayette's or Orinda's portion of Hwy 24 would be devastating to the few access roads that Lafayette does have, its infrastructure is so constrained, even now.		Reference to ramp metering has been eliminated.
13.	Pg. 30	Page 30, *Procedures for Notification, Review and Monitoring* – can wording be included to deal with, say, several projects with under 50 new peak hour vehicle trips? There needs to be some method to keep jurisdictions from suffering from a nickel-and-dime-ing process that would throw enough un-notified projects to slip through to outstrip one that did "required submittal" to		This comment will be discussed with the LPMC TAC on 6-9-08.

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		the sub-regionals. This cumulative trip-dumping has been a constant, undealt with problem since Measure C was passed in 1988.		
14.	Pg. 30	Page 31, Table 100. Cite what year was this ITE Trip Generation chart published. Is there anything more current that can be used? If so, recommend using it. The trip assignments are unrealistic for Lamorinda. For example, suggesting that 50 single family dwelling units would create 38 a.m. trips and 51 p.m. trips is not befitting our area. We get tallies of as many as 20 car trips per day per family. (My own daughter's family, with two adults –both telecommuting--and 3 teen drivers in the family, tallied 28 on the day I called to ask.) Lafayette should conduct its own trip generation study to learn what Lafayette's numbers, with its residents coming out of hilly terrain, actually are. As for the hotels, the trip generations seem not to anticipate parties, celebrations, wedding, funerals, etc.		Changes made as requested.
15.	Pg. 32	Page 32, state whether or not cities drafting Downtown Specific Plans will need to pass their General Plan Amendments past the sub-regionals and CCTA for permission to incorporate them into their GPs.		This comment will be discussed with the LPMC TAC on 6-9-08.
16.	Lafayette Comment 9	Leah's chart item 9. Indicate the number of new sr housing units being built in the Lafayette downtown and whether these numbers are attributable to those.		This comment will be discussed with the LPMC TAC on 6-9-08.

#	Location	Comment/Question	Suggested Revision	Modification or Response
17.		Include wording as above (locally conducted, locally held, locally decided, public hearing) per the *Constraints and Strategies* portion of the draft recommendations under consideration.		This comment will be discussed with the LPMC TAC on 6-9-08.
18.	Lafayette Comment 31	Leah's chart, page 31, Leah's para 3, states: *"The ITE rates generally do not vary by proximity to transit, mixed use development or highways. So a low rise condo project built near BART could have the same ITE trip generation rate as a project built in a more isolated location where transit is not available and vehicle use would be more likely."* It would help if the chart recommends that in order to learn trip generation rates pertinent to Lafayette's Bart station, a study be done of the existing Town Center condominiums to learn how many of those residents own cars, where they drive or don't, whether they go to work or play or appts or shopping by Bart or car, bike, walk, etc., and other pertinent facts upon which the Lafayette Downtown Specific Plan can make some accurate assumptions pertaining to Lafayette. If we don't do this, we will have none and only guesswork.		This comment will be discussed with the LPMC TAC on 6-9-08.

#	Location	Comment/Question	Suggested Revision	Modification or Response
Richard Buckley Hughes, Vice Chair, Lafayette Circulation Commission.				
1.		Should the action plan be altered because of fuel prices or other economic such as government debt (National/regional), current housing market, employment forecasts or carbon foot printing relating to traffic?		These factors will be taken into consideration in the next Action Plan Update.

#	Location	Comment/Question	Suggested Revision	Modification or Response
2.		Based on page 19, Traffic Forecasts of 2000, this information should be updated to current 2008 forecasts, especially considering the above mentioned economic issues.		Counts were not available for all locations for 2007 or 2008.
3.		What would a gateway constraint policy consist of pertaining to SR 24?		The gateway constraint policy would consist of maintaining existing constraints and not widening roadways or take other actions to increase the throughput of vehicles at the gateway points defined.
4.		What does the NOTE #1 page 25, of CCTA's Draft Implementation Guide,p.35, provide for update of monitoring of the GMP as reviewed on October 18, 2007? This plan as noted on page 24, "Preliminary Analysis Results of Proposed Actions" discussed "biennial GMP Checklist"		Will discuss with the TAC on 6-9-08.

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TRANSPORTATION SOLUTIONS

Other Lafayette Comments on the Lamorinda Action Plan and Proposed Reponses
6-23-08

#	Location	Comment/Question	Suggested Revision	Modification or Response
Ellen Polling – Fehr & Peers				
1.	General	I generally agree with the staff comments on the Draft Plan, particularly #1. I am also concerned that the proposed policy of gateway constraints may limit the ability to add capacity at some future point, if conditions warrant it and it would serve Lamorinda well. I assume an Action Plan revision would be needed in such a case. How difficult is that to do?		If the Gateway Constraint Policy is adopted as part of this Action plan update, the Action Plan would have to be revised before any increase in capacity at the gateways on SR 24, Pleasant Hill Road and Camino Pablo could be approved. The Action Plan update could be done as part of a periodic update (undertaken roughly every four or five years), or could be done as a special update undertaken by LMPC and SWAT. The policy could be changed without significant analysis, but it would require the opportunity for comment from the other RTPCs. If the change in the policy is being proposed along with a project to increase the capacity at one or more of the gateways, the project and its impacts on the MTSOs would need to be part of the analysis conducted for the Action Plan update.

#	Location	Comment/Question	Suggested Revision	Modification or Response
Guy Atwater				
1.		I would like to support the new actions, numbers 14-20 of the Lamorinda Action Plan, to reduce traffic on Pleasant Hill Road. The new actions		Ramp metering is not proposed as an action for the Action Plan but was included on as an example of a traffic

#	Location	Comment/Question	Suggested Revision	Modification or Response
		for ramp metering and the Gateway Constraints Policy will require further thought and discussion. For example, ramp metering at Pleasant Hill Road and Highway 24 has "storage" issues with the number of vehicles that could be backed up before impinging on the Deer Hill Intersection, which leads to BART.		management strategy designed to regulate the flow of traffic into a corridor. The reference to ramp metering has been deleted form the Plan.
2.		The Springhill Valley Association supports the use of "park and ride" lots north of Highway 24 along Pleasant Hill Road. There are two such lots that could be very helpful in this regard at the corner of Pleasant Hill and Deer Hill Roads. We would appreciate anything that you could do to encourage the regional traffic organizations, and/or the CCTA, to support or acquire these lots for such purpose.		Use of park-and-ride lots has been proposed as a strategy for increasing BART ridership and carpooling through the SR 24 corridor without increasing parking at the BART stations in Lamorinda. Specific locations have not been identified, but location before or at the gateways would be most effective at reducing traffic on the three Routes of Regional Significance by getting travelers to shift modes without driving into the corridors. It is possible that lots inside the gateway points could show some benefit as well. An analysis of the potential net benefit should be conducted before any park-and-ride spaces are added inside of the gateway points.
3.		The Springhill Valley Association does not support widening (except for easier turning), or additional lanes on Pleasant Hill Road, which traffic already exceeds the allowable speed limit during much of the day.		This is consistent with the proposed Gateway Constraint policy.

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TECHNICAL MEMORANDUM

TO:	LPMC-TAC		
THROUGH:	Martin R. Engelmann, CCTA		
FROM:	Bill Loudon, DKS		
DATE:	July 21, 2008		
SUBJECT:	Analysis of MTSOs for Lamorinda	P/A No.	07085-005

Under contract with the Contra Costa Transportation Authority, DKS Associates conducted an analysis of the Action Plan Multi-Modal Transportation Service Objectives (MTSOs) to determine whether the MTSOs can be met under a variety of test scenarios and horizon years. In Lamorinda, the currently adopted MTSOs from the 2000 Action Plan Update are:

- Delay Index;
- Transit Ridership Increase

The methodology for estimating future-year values for the Delay Index is as follows:

- Use observed data from the 2007 MTSO Monitoring Report prepared by Kimley Horn;
- Compare the 2007 model data to the observed data (the 2007 model value is determined by interpolating between 2000 and 2010); and
- Estimate the 2020 and 2030 delay index values by applying the change from 2007 to either 2020 or 2030 in the model to the observed 2007 value.

The estimation is based on segment travel time differences between 2007 and each of the 2020 or 2030 scenarios.

The following scenarios are available for evaluation:

1. Baseline 2007 (Actual Monitoring Results)
2. 2020 with Implementation of all Action Plans (except Gateway Constraints)
3. 2020 with Implementation of all Action Plans + Gateway Constraints
4. Baseline 2030
5. 2030 with Implementation of all Action Plans (except Gateway Constraints)
6. 2030 with Implementation of all Action Plans + Gateway Constraints

The term "Gateway Constraints" refers to a policy that the Tri-Valley Transportation Council (TVTC) adopted in 1995 regarding number of lanes on major roadways entering the Tri-Valley subarea and a policy being proposed by LPMC for major roadways entering Lamorinda. The policy would limit the future volume entering Lamorinda on SR 24, Pleasant Hill Road and Camino Pablo to no more than the existing capacities of the roads.

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Results of the MTSO Analysis

Prior analyses demonstrated that the "transit ridership growth" MTSO is projected to be met in the Baseline 2030 analysis (scenario 4). Table 1 shows the AM peak hour results of the Delay Index for each scenario. The first column shows the adopted MTSO, followed by the observed value, and the various forecasted values. Grey shading indicates that the MTSO is not met. Table 2 shows the results of the Delay Index for the PM peak hour. The tables indicate that under both future scenarios (Action Plan and Action Plan with Gateway Capacity Constraints), at least two segments are likely to exceed the Delay Index target values in 2020 and 2030.

Table 1 - AM Peak Hour Delay Index Forecasts

Segment	MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-24							
Westbound	2.0	1.9	2.4	2.1	3.8	3.5	2.9
Eastbound	Not Monitored		NA	NA	NA	NA	NA
Pleasant Hill Road							
Northbound	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Southbound	2.0	2.3	3.6	2.7	5.3	5.2	4.2
Camino Pablo/San Pablo Dam Road							
Northbound	2.0	1.4	1.4	1.4	1.6	1.6	1.4
Southbound	2.0	1.7	1.8	1.7	2.1	2.1	1.8

Table 2 - PM Peak Hour Delay Index Forecasts

Segment	MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-24							
Westbound	Not Monitored		NA	NA	NA	NA	NA
Eastbound	2.0	1.8	2.6	1.9	4.5	4.2	2.3
Pleasant Hill Road							
Northbound	2.0	1.7	2.5	2.0	3.7	2.7	2.8
Southbound	2.0	1.9	2.0	1.7	4.0	4.0	3.2
Camino Pablo/San Pablo Dam Road							
Northbound	2.0	1.3	1.3	1.3	1.6	1.5	1.4
Southbound	2.0	1.1	1.2	1.2	1.6	1.5	1.2

Figures 1 and 2 illustrate the percentage of segments that would meet the Delay Index target value for each year with the Action Plan (Figure 1), followed by Figure 2, which shows Action Plan with Gateway Capacity Constraints. The percentages are compared to the results for all five subregions.

Figure 1 Delay Index Values by Year for Action Plans

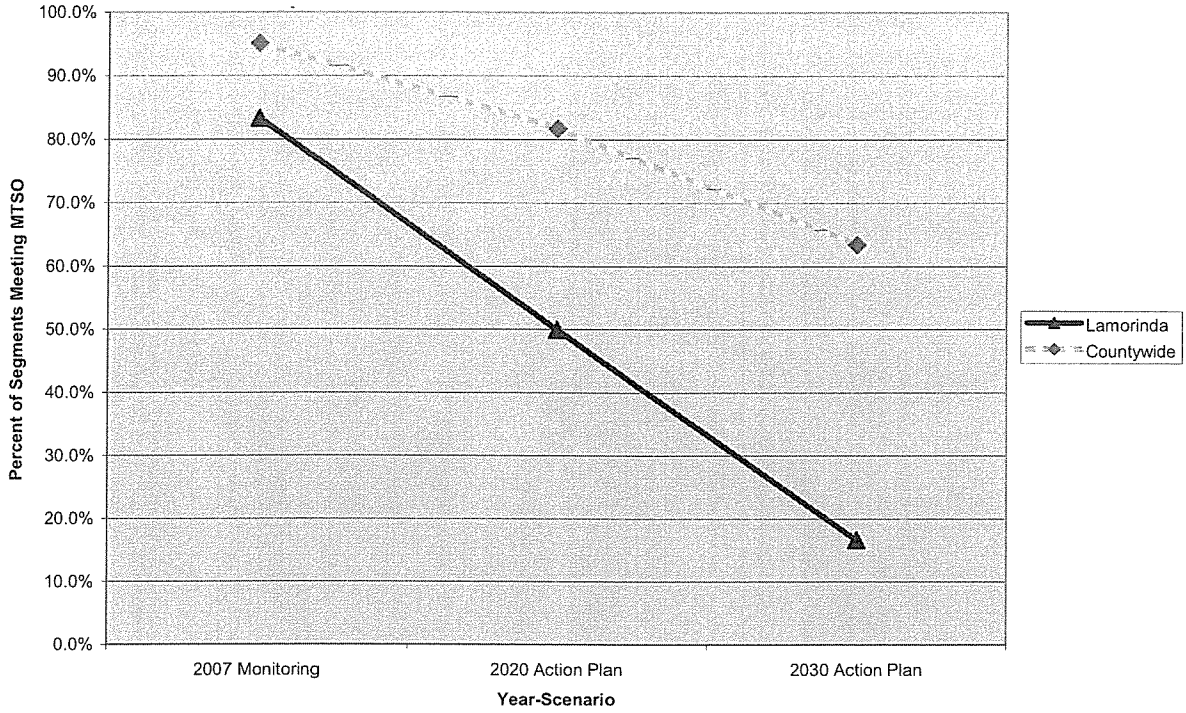
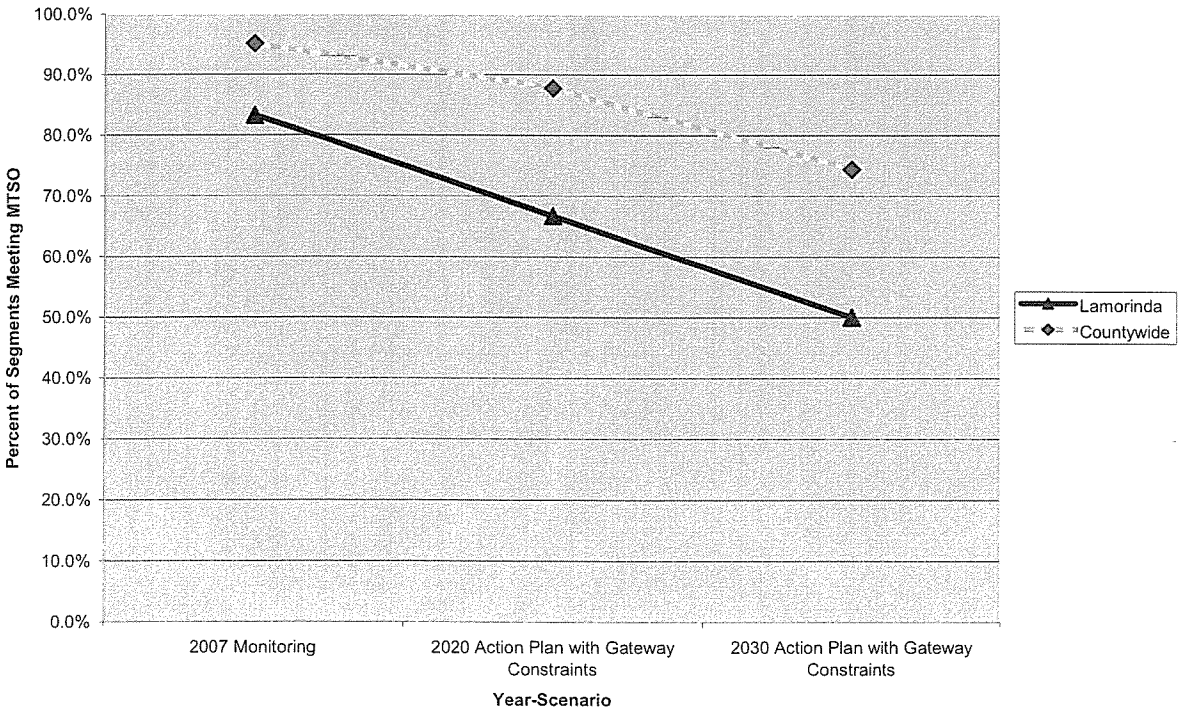


Figure 2 Delay Index Values by Year for Action Plans with Gateway Constraints



Discussion

To address the MTSO exceedances, LPMC-TAC has the following options:

1. **Modify the MTSOs.** Staff notes that the MTSOs are flexible measures that LPMC and SWAT sets as part of the Lamorinda Action Plan. Ideally, MTSOs would envision an improvement in operations. In some cases, however, objectives may seek to avoid further degradation of performance. Or, in the worst case, where projections now indicate significant levels of deterioration, LPMC and SWAT could choose to limit the rate of degradation. Furthermore, the target date for achievement, which is now set at 2030, is flexible as well, Finally, MTSOs could use a different transportation measure, for example address safety and operability on Pleasant Hill Road, rather than delay index that is currently proposed.

2. **Modify the set of actions, measures, and programs in the Action Plan to help achieve the MTSO**. The proposed list of actions in the Plan is based primarily upon existing capital projects in the LTIF and the Measure J Strategic Plan. New capital improvement projects, as well as new programs or measures, could be introduced to help improve future performance of the transportation system. The growth management strategies could also be re-examined to address MTSO issues.

3. **Lay out a process for in the Action Plan specifically dealing with how LPMC will respond to MTSO exceedances.** This option would introduce new language in the Action Plan to specify LPMC's approach toward dealing with a possible MTSO exceedance. In consultation with CCTA staff, the LPMC-TAC would outline a detailed procedure for dealing with MTSO exceedances.

The LPMC met on July 21, 2008 and expressed a desire to follow option 3. It recommended maintaining the MTSOs through 2030, but changing the Delay Index for SR 24 to 2.5 after 2030..

Lamorinda Action Plan Update

DRAFT

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ITEM 6A
Attachment 4

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1. INTRODUCTION

The 2008 Lamorinda Action Plan Update assesses regional transportation issues within the Lamorinda area and outlines a recommended package of vision statements, goals, policies, objectives, and actions for addressing those issues. The study area includes Moraga, Lafayette, Orinda, and portions of unincorporated Contra Costa. In addition to serving as a guide for transportation planning through 2030, the Plan also fulfills one of several requirements under the Measures J Growth Management Program, that local jurisdictions participate in the a multi-jurisdictional, cooperative planning process, which includes the preparation of Action Plans for Routes of Regional Significance.

The recommendations in this Plan and its counterparts in the other subareas of Contra Costa (West, Central, East County, and the Tri-Valley) will be carried forward into the 2008 Update to the Countywide Comprehensive Transportation Plan (CTP) prepared by the Contra Costa Transportation Authority (CCTA). The Lamorinda Action Plan, combined with the one for the Tri-Valley (which includes the Contra Cost jurisdictions of Danville, San Ramon, and Contra Costa County), will be forwarded through the Southwest Area Transportation Committee (SWAT) to CCTA, for inclusion in the 2008 CTP Update.

The Lamorinda Program Management Committee (LPMC) is comprised of one elected official from each of the three Lamorinda jurisdictions, and serves as the policy oversight board for the planning and implementation of Measure C/J projects and programs. A Technical Advisory Committee (the LPMC-TAC), comprised of staff from each locality, provides technical input to the LPMC.

1.1 The Action Plan

In 1988, Contra Costa County voters approved Measure C, a one-half percent local sales tax that generated $1 billion (2008 dollars) in funding for transportation projects and programs over 20 years. Measure C also created the Contra Costa Transportation Authority (CCTA), with a board of 11 elected officials and 3 ex-officio members to guide the expenditure of the sales tax proceeds in accordance with the voter-approved expenditure plan. Recently, Measure J was passed by the voters, extending the sales tax for 25 years through 2034, and generating an additional $2 billion (2008 dollars).

Both Measures C and J include an innovative Growth Management Program (GMP) that encourages local jurisdictions to participate in a cooperative, multi-jurisdictional planning process, and among other things, establish flexible, multimodal transportation service standards for Regional Routes. The CCTA allocates 18 percent of the sales tax revenue it receives to local jurisdictions that are found to be in compliance with the Growth Management Program. Under Measure J, an additional 5 percent of total sales-tax revenues are available to local jurisdictions for Transportation for Livable Communities (TLC) projects, subject also to GMP compliance.

As part of the cooperative planning process envisioned under Measure C/J, "Action Plans for Routes of Regional Significance" are to be developed by the Regional Transportation Planning Committees (RTPC) with input from the local jurisdictions. The LPMC serves as a sub-group to the SWAT committee. Under Measures C/J, SWAT is the designated RTPC that reports to CCTA on policy matters relating transportation issues within both Lamorinda and the Tri-Valley.

The overall objective of the Action Plans is to give local jurisdictions an opportunity to cooperatively set goals, objectives, and actions to mitigate the cumulative impacts of growth on the regional transportation system. To be found in compliance with the CCTA's GMP, local jurisdictions should participate in the development of the Action Plans, and also be willing to implement the actions, programs, projects, and measures identified within the Plans.

1.2 2008 Action Plan Update

In 1995, the LPMC developed and adopted the first Action Plan for Routes of Regional Significance. While this document included area-wide actions for Lamorinda, its primary focus was on the State Route 24/BART corridor, which at that time was the only regional route identified by the LPMC. Subsequently, both Pleasant Hill Road and Camino Pablo were designated, which lead to the preparation of Action Plans for those routes in 1998. The Action Plan for Camino Pablo was prepared jointly with the West County RTPC (called WCCTAC), and included the San Pablo Dam Road-Camino Pablo Corridor that connects West County to Orinda. The Pleasant Hill Road Action Plan was prepared by the City of Lafayette, and approved by LPMC in 1998. The Lamorinda Action Plan was last updated in 2000 to incorporate the new plans for Pleasant Hill Road and the San Pablo Dam Road-Camino Pablo Corridor, along with other changes regarding the SR-24/BART corridor.

The last update to the Lamorinda Action Plan was incorporated into CCTA's 2000 CTP Update. In 2004, CCTA updated its Countywide Plan again, with the major focus on developing a new expenditure plan for the Measure J sales tax extension. Since the last Action Plan update in 2000, new demographic data has become available, the travel forecasts have been updated, Measure J was passed in Contra Costa, and statewide Proposition 1B, the $19.9 billion bond act for statewide transportation improvements, was approved. Also, MTC updated its Regional Transportation Plan in 2001 and 2005. These and other events have triggered the need to undertake a comprehensive update to the Lamorinda Action Plan to reflect these changes in traffic, finance, and policy.

During the course of the 2008 Update, the LPMC reviewed and updated several major elements of the Action Plan including the Statements of Vision, Goals and Policies; Routes of Regional Significance; Multimodal Transportation Service Objectives; Actions; the Subregional Transportation Impact Fee; and Development Review Procedures. These elements of the Action Plan are defined as follows:

Statements of Vision, Goals and Policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Routes of Regional Significance are roadways that:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;
3. Carry a significant amount of through-traffic; and
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange) that serves regional mobility and connect multiple jurisdictions.

The Authority may designate a Regional Route that meets one or more of these criteria. Regional Routes are exempt from Measure C level-of-service standards. Instead, these routes are assigned a flexible, multi-modal measure of effectiveness established by the RTPC in the Action Plan.

Multimodal Transportation Service Objectives (MTSOs) are quantifiable measures of effectiveness that include a target date for attaining the objective. MTSOs may include, for example, average peak-hour speeds, peak-period congestion duration, roadway level of service, transit loading, or transit service frequency. MTSOs can also represent targets for system performance such as transit ridership, mode shares, or average vehicle occupancy.

Actions are the specific steps (actions, measures, projects, and programs) that the local jurisdictions have agreed to implement to achieve the transportation goals, objectives, and policies set forth in the Action Plan. The party responsible for carrying out the actions is identified as either the local jurisdictions, the RTPC, or other affected parties. Actions may involve implementing specific projects at the local level, or they may call for regional cooperation among the local jurisdictions and adjoining RTPCs.

Subregional Transportation Mitigation Program (STMP) is the subregional fee or other mitigations program required under Measure C/J, and designed to mitigate the impacts of new developments on the regional transportation system. Lamorinda implements its STMP through a subarea developer fee that is overseen by the Lamorinda Fee and Financing Authority (LFFA), a Joint Exercise of Powers Authority (JEPA) comprised of elected officials from each jurisdiction within Lamorinda.

Development Review Procedures The CCTA Growth Management *Implementation Documents* include a requirement that each Action Plan establish a procedure for inter-jurisdictional notification regarding the traffic impacts of new development. As described further in Chapter 7, the CCTA also requires local participation in a General Plan Amendment (GPA) review procedure. This 2008 Update carries forward and refines these development review procedures, which were included in the previous Action Plans.

1.3 Outline of the Document

This introductory section (**Chapter 1**) to the Plan presents a brief history of the Action Plan concept and its relevance to transportation planning in Lamorinda.

Chapter 2 of this document describes the review of statements of vision, goals and policies that was undertaken and presents a revised set of statements to guide the 2008 Action Plan Update. The chapter also identifies the Multimodal Transportation Service Objectives (MTSOs) that have been specified for each Route of Regional Significance.

Chapter 3 provides a description of the existing transportation conditions in Lamorinda. This chapter identifies the Routes of Regional Significance and the updated MTSOs. An assessment of the MTSOs from 2006 and 2007 monitoring is used to indicate the current status of Lamorinda with respect to the Action Plan.

A forecast of future population, employment and transportation conditions is presented in **Chapter 4** for the year 2030. In this chapter an assessment of the MTSOs for the Routes of Regional Significances is provided for the 2030 forecast for a baseline condition that assumes that only currently funded transportation improvements are in place.

Chapter 5 of the report defines the key elements of the 2008 Action Plan Update. This includes an updated description of actions defined by the Action Plan Update and intended to achieve the MTSOs for the Routes of Regional Significance. The actions include actions specifically designed to follow policies and meet goals on individual Routes of Regional Significance. For each action, the agency or agencies responsible for implementing the action is identified.

The financial plan for meeting the needs of the Action Plan is presented in **Chapter 6**. This includes a brief description of the existing funding sources that support the Action Plan elements and the Subregional Traffic Impact Fee Program designed to implement "regional significant projects" in the Action Plan.

Chapter 7 provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

2. REVIEW OF VISIONS, GOALS, POLICIES AND SERVICE OBJECTIVES

2.1 Statements of Vision, Goals and Policies

The goals and objectives of the 1995 Action Plan are broad and general in nature. In the 1998 addendums that included Pleasant Hill Road and Camino Pablo/San Pablo Dam Road, more specific goals were added.

1995 Action Plan Visions, Goals, and Policies

- Improve Safety
- Manage congestion and enhance mobility
- Provide and encourage alternatives to single-occupant auto use
- Coordinate local land use planning and regional transportation planning
- Integrate planning with concerns related to air quality, community character, and other environmental factors

Additional Visions, Goals, and Policies in the 1998 Action Plan Addendums

Camino Pablo/San Pablo Dam Road

- Only limited capacity increases for single-occupancy vehicles are possible or advisable.
- Actions should favor transit and high-occupancy vehicles.
- Efficiency improvements, especially those that help side street traffic and buses, are important.

Pleasant Hill Road

- Manage transportation "gateways" to balance the demand on the regional transportation system, shelter congested routes of regional significance, and where appropriate, provide priority for buses, carpools and vehicles engaged in commercial service.

Overall, these Action Plan visions, goals, and policies are in line with those found in the General Plans of the Lamorinda communities of Lafayette, Moraga, and Orinda. Within the General Plans, five main transportation themes form a common thread:

- Preserve and enhance the semi-rural character of the community and the character of residential areas.
- Establish and maintain LOS standards on major arterials.
- Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting.
- Discourage freeway bypass traffic on Lamorinda roads.

- Work eollaboratively with the other Lamorinda jurisdictions and agencies to define and pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Preserve and enhance the semi-rural character of the community and the character of residential areas. All three cities recognize that their semi-rural character is a hallmark of Lamorinda and that traffic growth and development may put this in jeopardy. Transportation projects that affect the roadside landscape, including roadway widening, or projects that threaten to add traffic and noise to residential streets need to be evaluated for their impact on community character.

Establish and maintain LOS standards on major arterials. LOS standards help to measure the degree of congestion on the roadway network. By establishing standards, the cities would be able to permit development that can be accommodated by the existing transportation system and to identify areas that need improvement.

Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting. Lamorinda communities expressed a desire to reduce auto demand through alternative transportation options.

Discourage freeway bypass traffic on Lamorinda roads. Through trips and freeway traffic using local roadways were cited as a concern. Actions such as adjusting signal timing and prioritizing traffic control for local traffic movements are spelled out in the General Plans.

Support integrated regional planning. The Lamorinda communities support collaboration to pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Statements of Visions, Goals, and Policies for the 2008 Action Plan Update

After consideration and review by the LPMC Technical Advisory Committee (TAC) and Policy Committee, the following set of statements has been recommended:

1. Preserve and enhance the semi-rural character of the community.
2. Pursue actions to meet or sustain service objectives that will reduce reliance on single-occupant automobile travel.
3. Support actions that help achieve environmental goals, through participation in countywide, regional, and statewide transportation improvement plans.
4. Avoid the addition of roadway capacity for single-occupant vehicles.
5. Enhance mobility by providing alternative travel options.
6. Actions should not lead to an increase in the use of BART parking in Lamorinda by people driving into the area from outside communities.
7. Pursue actions to improve safety of travelers by all modes.
8. Coordinate local land use planning and regional transportation planning.

9. Encourage through-trips and interregional travel to stay on freeways and discourage diversion of these trips to arterial and local streets as a mechanism for ensuring intraregional mobility.
10. Maintain capacity constraints at selected gateways with the intent of preserving and improving mobility on regional routes within Lamorinda.
11. Efficiency improvements, such as signal timing and other operational improvements, especially those that help side street traffic and buses, are important, but not at the risk of compromising pedestrian and bicycle safety.
12. Increase the transit ridership within Lamorinda by at least 10 percent by 2018.
13. Increase the average vehicle occupancy on Camino Pablo/San Pablo Dam Road and on Pleasant Hill Road/Taylor Boulevard to at least 1.3 during the peak commute hours by 2018.

2.2 Multimodal Transportation Service Objectives (MTSOs)

The MTSOs identified in the previous Action Plans were reviewed in light of the new statements of vision, goals, and policies, and the analysis of past MTSOs and future traffic modeling information. Based on that review the following revised MTSOs were developed for the 2008 Action Plan Update.

SR-24

1. Maintain a Delay Index (DI) of 2.0 (2.5 after 2030) or lower on the SR 24 corridor between I-680 and the Caldecott Tunnel during peak periods in the peak commute direction including freeway on-ramps. The DI is a ratio of peak period travel time to off-peak period travel time with a value of 2.0 indicating that it would take two times as long to travel the same distance during the peak period than during the off-peak period.[1]
2. Maintain a Delay Index (DI) of 1.5 or less for all but the six most congested hours of the day.
3. Maintain an hourly average loading factor (ratio of passengers to seats) of 1.5 or less approaching Lafayette Station westbound and Orinda Station eastbound during each and every hour of service. An hourly averaging loading factor of 1.5 indicates that the number of passengers served during the hour is fifty percent greater than the number of seats available during that hour.

Pleasant Hill Road

1. Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM) and direct connection to the Lafayette BART station.
2. Maintain school bus service on Pleasant Hill Road and Taylor Boulevard.

[1] Monitoring or modeling of Delay Index should be for the portion o f a corridor inside any points of capacity constraint imposed by either a gateway constraint policy or traffic management strategies designed to limit the flow of vehicles into the corridor.

3. Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less.
4. Maintain peak hour peak direction delay index of 2.0 or lower.

San Pablo Dam Road / Camino Pablo

1. Maintain peak hour peak direction delay index of 2.0 or lower.
2. The maximum wait time for drivers on side streets wishing to access San Pablo Dam Road or Camino Pablo should be no greater than one signal cycle.

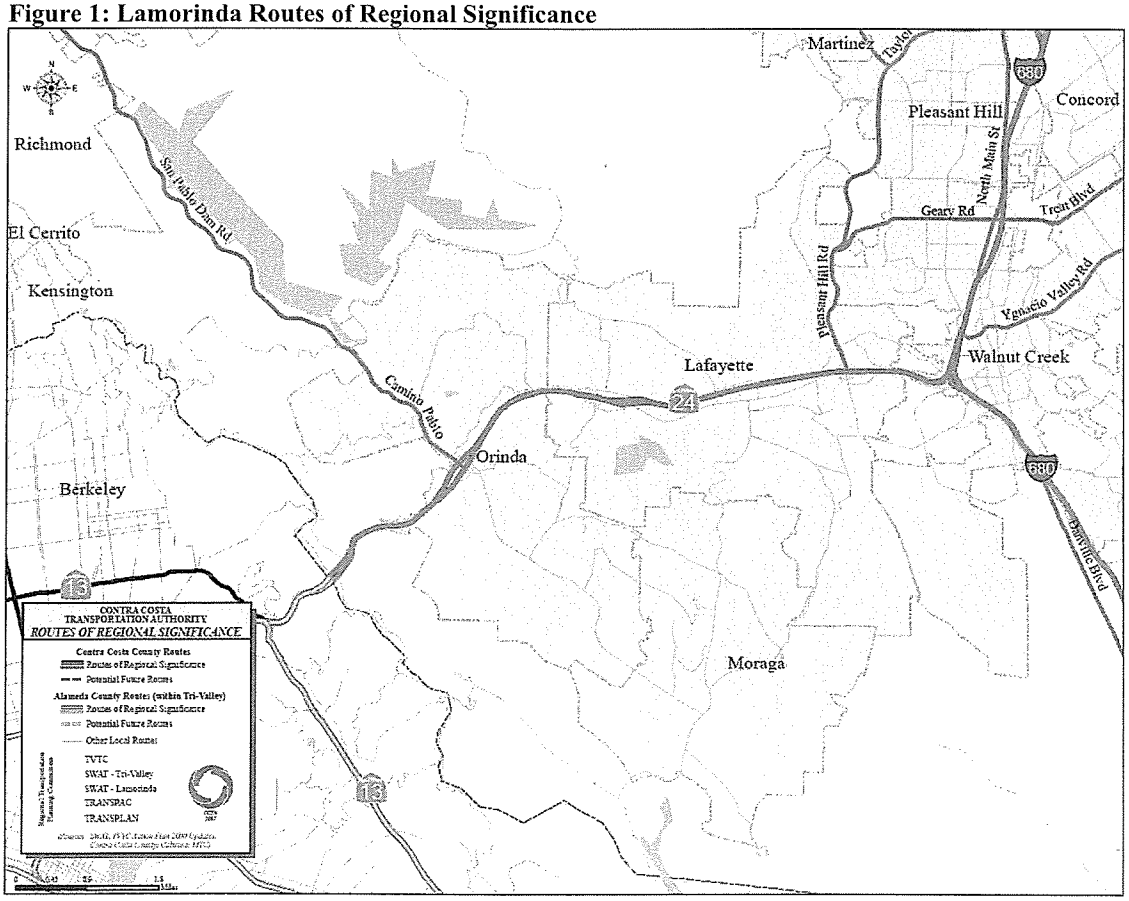
3. EXISTING TRANSPORTATION CONDITIONS

This section describes the existing transportation conditions in Lamorinda including the major roadways and transit services.

3.1 Routes of Regional Significance

Access to and from the Lamorinda area is provided mainly by State Route 24 as shown in Figure 1. Two arterials – Pleasant Hill Road and Camino Pablo/San Pablo Dam Road – also provide regional access. Together, these three roadways make up what are known as the Routes of Regional Significance.

Figure 1: Lamorinda Routes of Regional Significance



Last updated in 1998, the Routes of Regional Significance are roadways that meet one or more of the following criteria:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;
3. Carry a significant amount of through-traffic; and

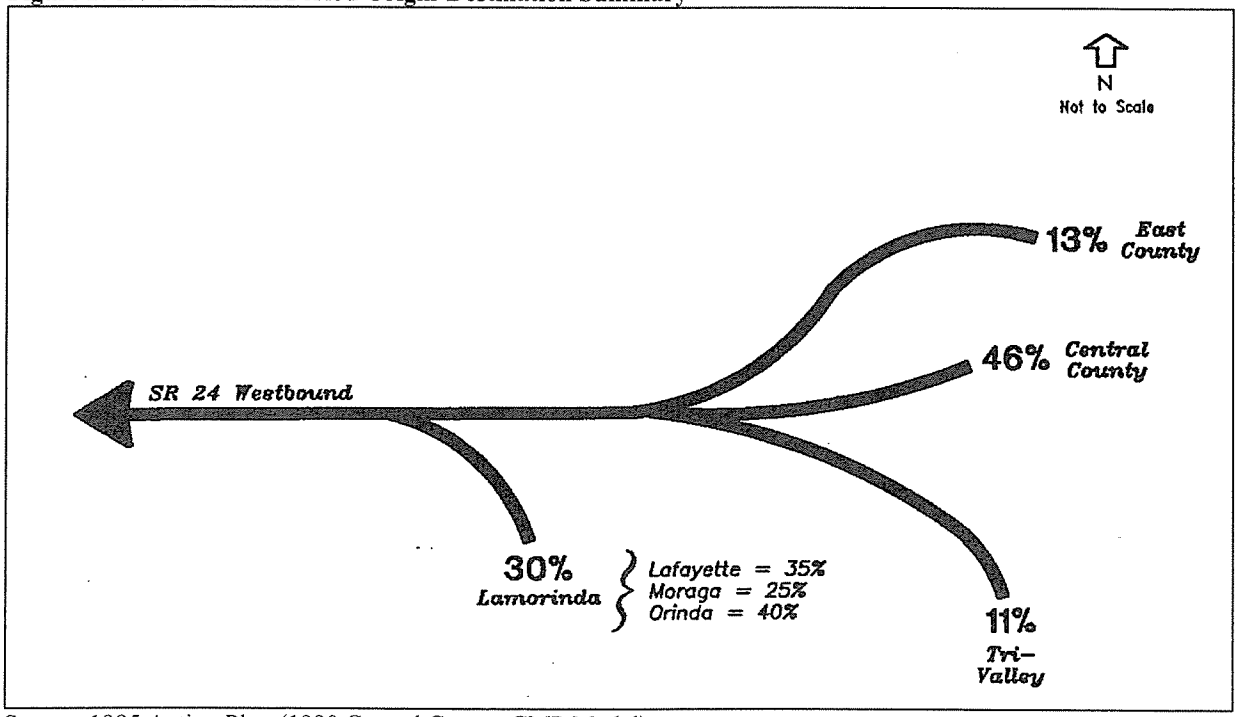
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

3.1.1 State Route 24

State Route 24 (SR-24) is a major freeway connection between Central Contra Costa County, the Lamorinda area, and Alameda County, and carries between an average of 162,000 and 188,000 vehicles per day (2006 Caltrans ADT). The freeway runs from the I-680 interchange in the City of Walnut Creek to the Caldecott Tunnel, and traverses the Lamorinda communities in Contra Costa County. Within this segment, there are generally four travel lanes in each direction with no high-occupancy vehicle (HOV) lanes. To access Lamorinda, there are seven interchanges between I-680 and the Caldecott tunnel and they are located at Pleasant Hill Road, Deer Hill Road, Acalanes Road/El Nido Ranch Road, St. Stephens Drive, Camino Pablo, Gateway Boulevard, and Fish Ranch Road. BART runs within the center median of the SR 24 right-of-way.

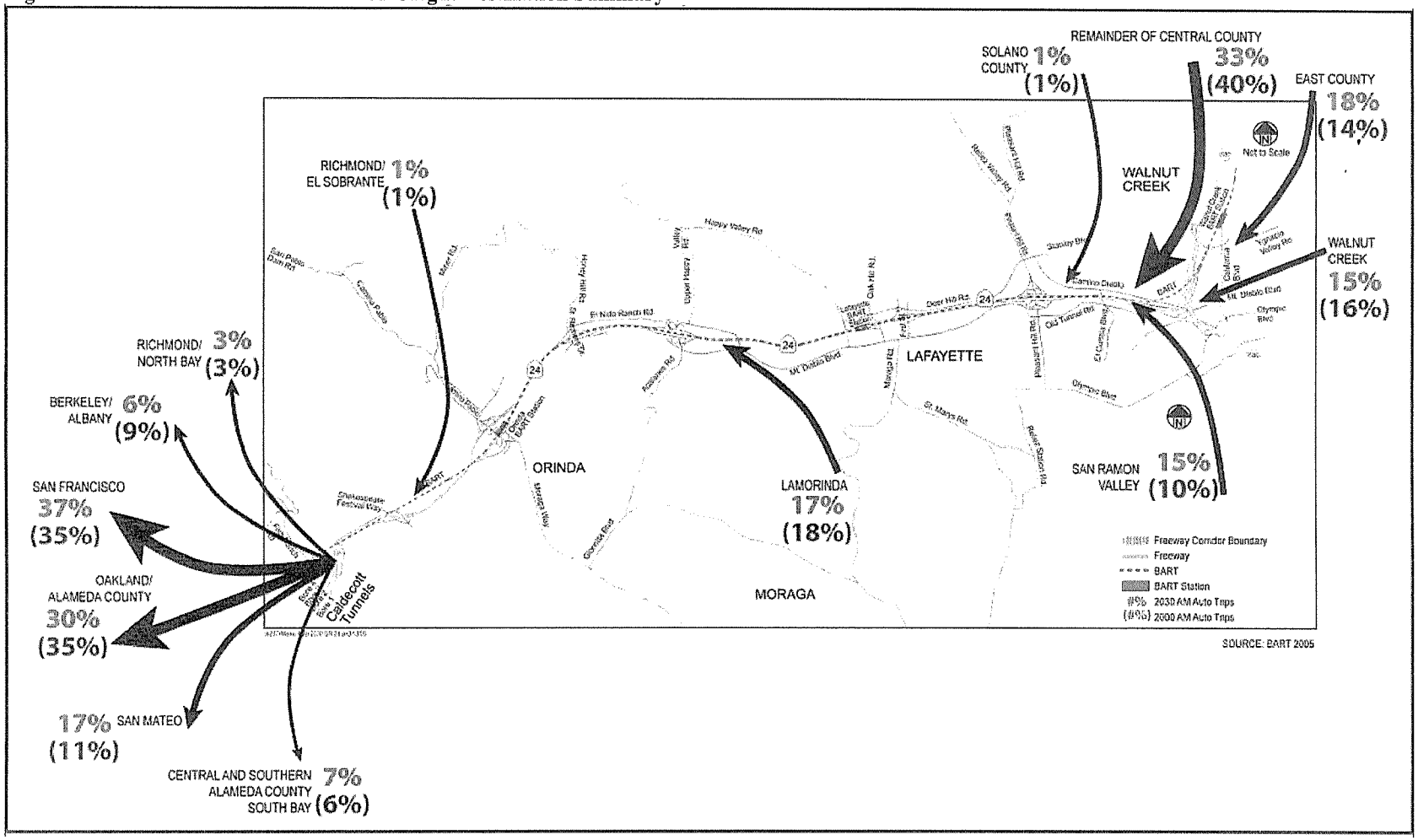
Since 1990, travel patterns have changed dramatically on SR-24. As shown in Figure 2, Lamorinda contributed 30 percent of all westbound AM peak period traffic in 1990. By 2000, that number had dropped to 17 percent, as shown in Figure 3, as substantial growth has occurred in Central County and East County leading to an increase in congestion intensity and duration along SR 24.

Figure 2: 1990 AM Peak Period Origin-Destination Summary



Source: 1995 Action Plan (1990 Central County CMP Model)

Figure 3: 2000 and 2030 AM Peak Period Origin-Destination Summary



Source: 2004 SR-24 Transit Capacity Study (Caltrans FREQ model – Caldecott Improvement Project EA/EIR)

3.1.2 Pleasant Hill Road

Connecting the City of Pleasant Hill to Lafayette, Pleasant Hill Road is a major four-lane, north-south arterial that intersects with SR-24 roughly 1.5 miles west of I-680. Two schools, Springhill Elementary and Acalanes High School, are served by the roadway. There is currently no transit service offered on Pleasant Hill Road north of Stanley Boulevard. Prior to the reconstruction of the I-680 / SR-24 interchange, Pleasant Hill Road carried significant through traffic that bypassed the congested interchange. Once the project was completed, traffic volumes and congestion dropped off but have recently been on the increase once again.

3.1.3 Camino Pablo / San Pablo Dam Road

Camino Pablo is a major arterial that begins just south of SR-24 in downtown Orinda and runs north serving Orinda Village and turning into San Pablo Dam Road at the Bear Creek Road intersection. The roadway serves the SR-24 interchange as well as the Orinda BART station, and ultimately connects to Richmond and I-80 in western Contra Costa County. AC Transit Route 74 operates along this corridor.

3.2 Multi-Modal Transportation Service Objectives

A description of the MTSOs and the target values for each were provided in Section 2. The values of the MTSOs established by the 1995 and 1998 Action Plans for the Lamorinda Routes of Regional Significance were monitored in 2004 and 2007. Table 1 summarizes the results of the monitoring. Most of these were met during the most recent monitoring effort in 2007 with the exception of the PM peak period DI on SR 24, the transit ridership along the SR 24 corridor, and the AM peak period DI on Pleasant Hill Road. Increasing traffic volumes and slower than expected transit ridership growth are the main causes for the MTSOs not being met.

3.3 Transit Service

Transit service in Lamorinda is provided by the San Francisco Bay Area Rapid Transit District (BART), and County Connection. In general, transit ridership has been slowly recovering after a decline during the years following the economic downturn of 2000-2001. Both BART and County Connection are experiencing ridership increases since 2003 and 2005, respectively.

3.3.1 BART

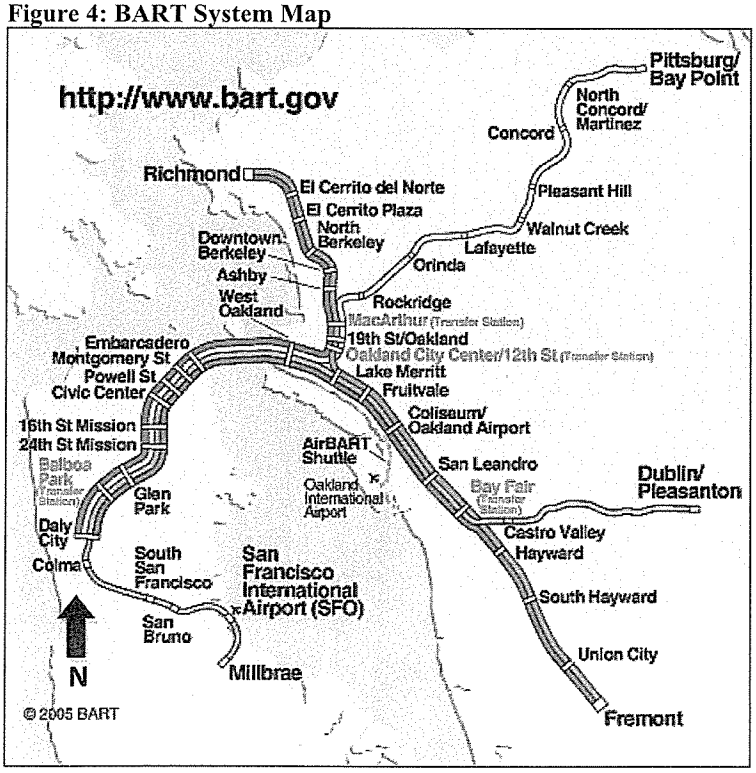
BART service to Lamorinda is provided at the Orinda and Lafayette BART stations. The stations can be accessed through on-site park-and-ride lots and through several County Connection bus routes. A map showing the BART system is presented in Figure 4. Ridership, shown as average annual weekday exits at the two local BART stations, is shown in Figure 5.

Table 1: Status of SR-24 (Caldecott Tunnel to I-680) MTSOs

Route	MTSO	2004 Monitoring Report	2007 Monitoring Report
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps)	AM: 2.0 PM: 1.5	AM: 1.9 *PM: 2.0*
	+10% daily ridership on public transit systems (BART) to and from Lamorinda	*4,650 (-16%)* (1998-2003)	*5,942 (+7%)* (1998-2007)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Delay index no greater than 2.0	AM: 1.3 PM: 1.5	AM: 1.7 PM: 1.3
	Increase average transit ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	*6.4%* (1998-2004)	-45% (1998-2007)[1]

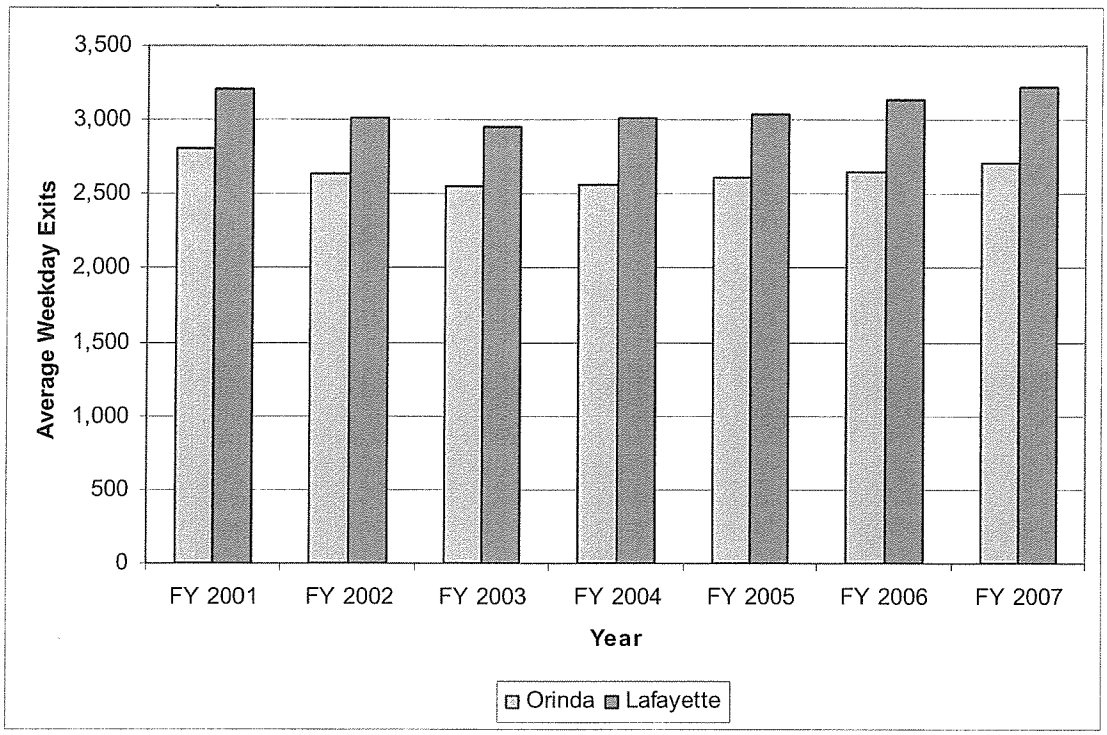
1. CCCTA Route 950 discontinued. Route 74 data provided by AC Transit, 2007

Figure 4: BART System Map



Source: http://www.bart.gov, September 2007

Figure 5: Average Annual Weekday Exits at Orinda and Lafayette BART stations



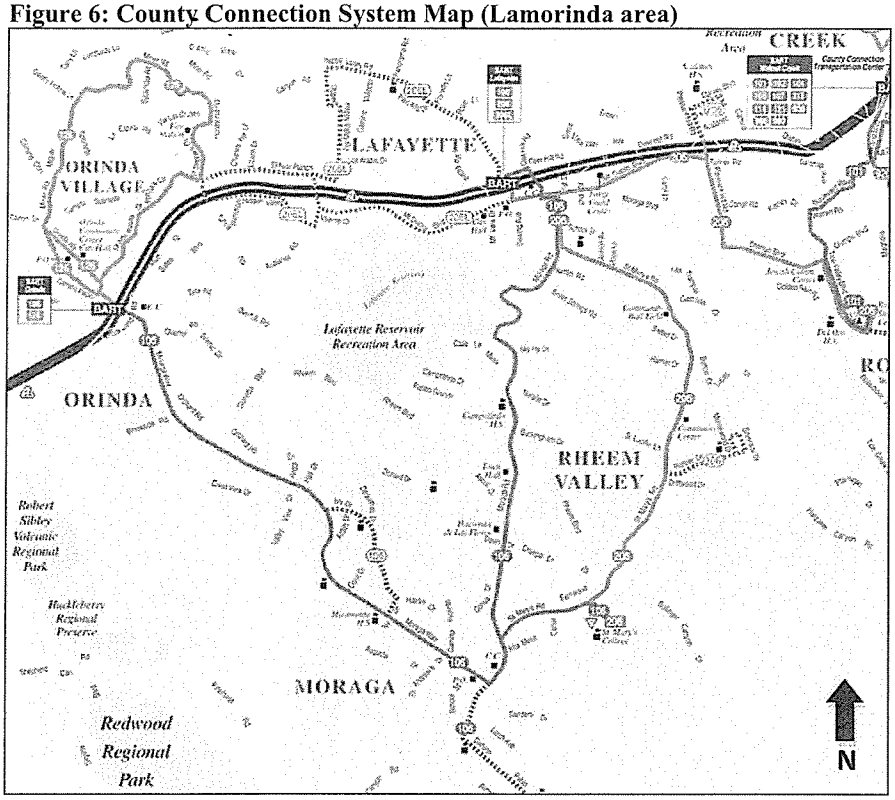
Source: BART 2007 Ridership Report

3.3.2 County Connection and AC Transit Bus Service

The Central Contra Costa Transit Authority (CCCTA), or County Connection, serves the Lamorinda area including both the Orinda and Lafayette BART stations. The bus routes currently serving this area are 106, 126, and 206. Figure 6 presents these routes on a map. Ridership on the Lamorinda area routes has been increasing since FY 2005 as shown in Figure 7.

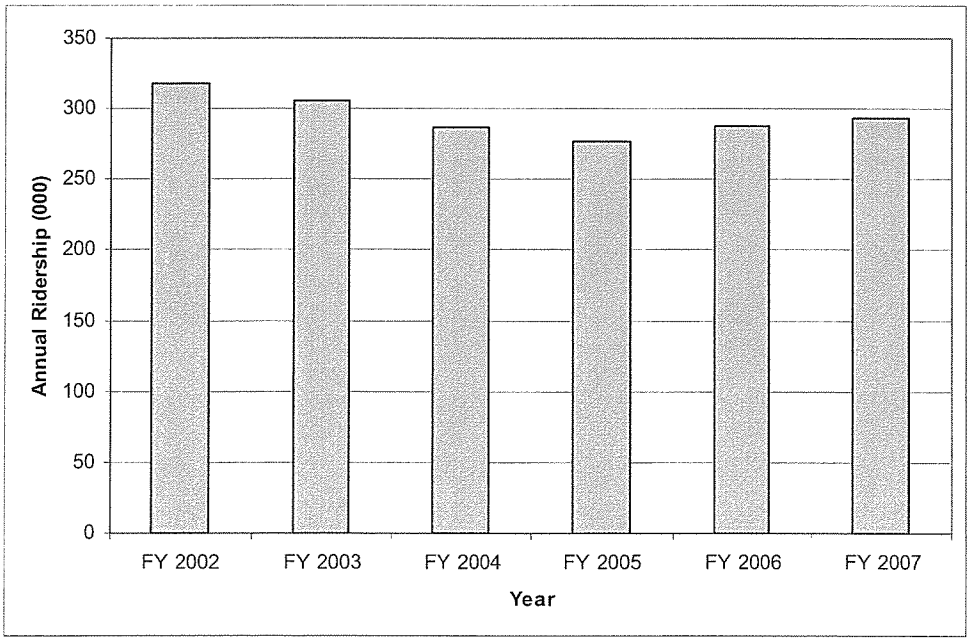
Also serving the Lamorinda area is AC Transit Route 74. Route 74 serves the Orinda BART station and Richmond via Camino Pablo / San Pablo Dam Road. Average daily ridership is approximately 1,500 passengers per day (AC Transit, August 2007).

Figure 6: County Connection System Map (Lamorinda area)



Source: http://www.cccta.org, September 2007

Figure 7: Annual Ridership for County Connection Lamorinda Bus Routes

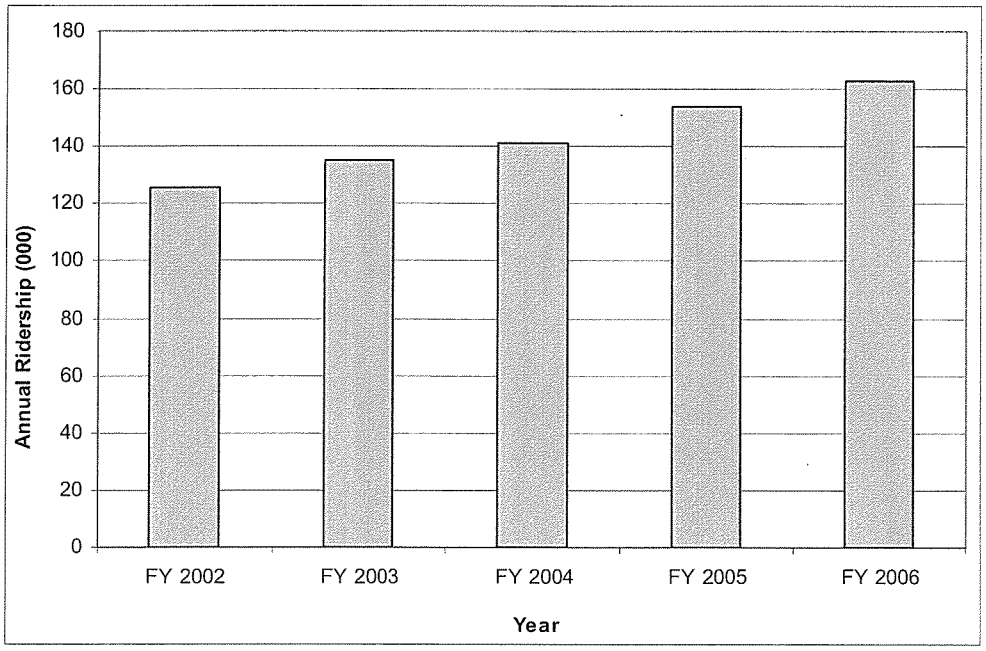


Source: County Connection, August 2007

3.3.3 Paratransit

Paratransit services are provided by County Connection. Ridership on paratransit, shown in Figure 8, has been steadily rising, mirroring a trend found throughout the Bay Area. With population forecasts showing a large increase in the senior (age 62 and over) demographic, the rising demand for paratransit is a trend that is expected to continue. In addition, the Lamorinda Spirit Van offers transportation for seniors in the Lamorinda area. The program is an alliance between public and private organizations in Moraga, Orinda and Lafayette. The program carries roughly 200 passengers per month.

Figure 8: Annual System Wide County Connection Paratransit Ridership



Source: 2006 MTC Statistical Summary of Bay Area Transit Operators.

4. OVERALL GROWTH RATES AND FUTURE TRAVEL PATTERNS

Forecasts for future population and employment levels in Lamorinda were derived from the Contra Costa Transportation Authority (CCTA) countywide travel model. Model forecasts are based on the Association of Bay Area Governments (ABAG) Projections 2005[2], and the 2006 CCTA Land Use Information System (LUIS '06). Provided in the model are forecasts for the year 2000, 2010, 2020, and 2030. Current year 2007 estimates are derived through straight-line interpolation between 2000 and 2010.

4.1 Population Forecasts

Population forecasts, including demographics, households, and employment are shown in Tables 2 and 3. By 2030, the total Lamorinda population is forecast to grow 12 percent from today. Seniors (age 62 and over) are to make up most of that growth, increasing by 75 percent. The forecasts were developed based upon ABAG's Projections 2005, and were subject to extensive review by the local jurisdictions. The forecasts reflect that by 2030, the percentage of people who are over the age of 62 and still in the work force will have dramatically increased. This trend applies not only for Lamorinda, but also for the remainder of Contra Costa.

The total number of employees, or jobs, in Lamorinda is expected to grow at a slower rate than the number of employed residents. Since there are currently fewer employees than employed residents, the net out-commuting travel pattern that exists today will likely continue.

Table 2: Demographic Forecast

	2007	2030	Net Growth	Percent Growth
Senior (Age 62+)	13,052	22,841	9,789	75%
Adult (Non-Senior)	37,050	34,014	-3,035	-8%
Non-working Young	11,868	12,254	387	3%
Total Population	61,969	69,109	7,140	12%

Source: CCTA Travel Demand Model, Projections 2005

[2] Near the completion of the Action Plan Update, ABAG released Projections 2007, but the projects had not been reviewed by CCTA or the local jurisdictions. A new set of ABAG forecast (Projections 2009) will be used in the next round of Action Plan updates.

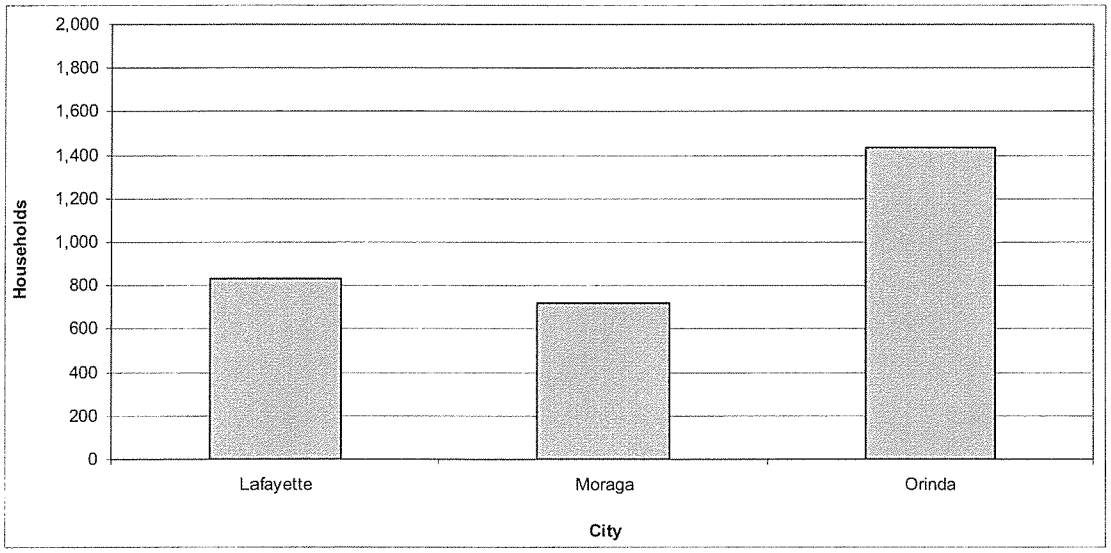
Table 3: Population Forecast

	2007	2030	Net Growth	Percent Growth
Total Population	61,969	69,109	7,140	12%
Total Households	23,123	26,114	2,991	13%
Total Employed Residents	29,720	36,267	6,547	22%
Total Employees	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Of the total household growth, a little less than half is expected to occur in Orinda as shown in Figure 9. The cities of Lafayette and Moraga are forecast to absorb less than 900 new households each.

Figure 9: Household Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.2 Employment Forecasts

Total employment is forecast to grow 12 percent in Lamorinda by 2030 as shown in Table 4. Most of this growth is to occur in the service sector which will account for over 50 percent of the total employment growth.

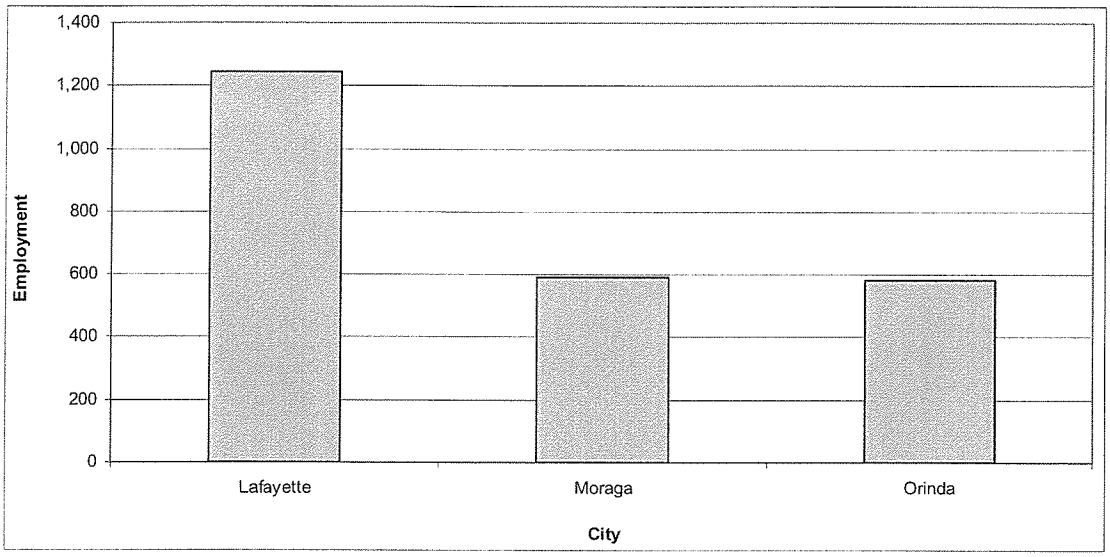
Table 4: Employment Forecast

	2007	2030	Net Growth	Percent Growth
Retail	4,655	5,224	568	12%
Service	7,251	8,481	1,230	17%
Manufacturing	815	1,169	354	43%
Agricultural	337	279	-58	-17%
Wholesale	955	689	-267	-28%
Other	5,963	6,553	590	10%
Total Employment	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Distribution of employment growth is not expected to be even, with most of the growth occurring in Lafayette. Moraga and Orinda are forecast to added just fewer than 600 jobs each as shown in Figure 10.

Figure 10: Employment Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.3 Traffic Forecasts

Travel forecasts were developed using the CCTA model system. The travel behavior represented by the CCTA model, which is consistent with the regional model used by MTC, is used to represent the growth in travel in each subregion. Forecasts are used to pivot off of existing travel patterns as reflected in traffic counts and transit ridership counts. These counts capture any unique travel characteristics of the travelers in any particular subregion. As shown in Table 5, traffic demand is expected to grow significantly on Lamorinda area freeways and arterials.

Table 5: Traffic Forecasts for Select Routes of Regional Significance

Road Name	2000 AM Peak Volume Peak Direction	2000 - 2030 AM Peak Volume % Growth
SR-24 (east to west)[1]		
SR-24 west of I-680 interchange (east of Pleasant Hill Road)	8,200	23%
SR-24 east of Oak Hill Road	6,900	18%
SR-24 west of Acalanes Road	8,750	28%
SR-24 west of Moraga Way	9,200	28%
SR-24 at Caldecott Tunnel	8,850	26%
Pleasant Hill Road at Deer Hill Rd[2]	1,950	30%
Camino Pablo at Miner Road[3]	990	21%

Notes: 1. AM peak direction westbound 2. AM peak direction southbound 3. AM peak direction southbound Source: CCTA Travel Demand Model, Projections 2005.

4.4 Forecasts of MTSO Values for 2030

An assessment of travel forecasts for 2030 indicated that the programmed regional and local projects would not lead to achievement of the Multimodal Transportation Service Objectives in the Lamorinda Area. The results of the analysis are illustrated in Table 6. More regional trips will be made though Lamorinda than the Routes of Regional Significance will be able to accommodate and still achieve the MTSO values. The routes that will be most significantly affected are SR 24 and Pleasant Hill Road.

Table 6: Assessment of MTSO Values for 2030

Lamorinda Action Plan - Evaluation of Existing and Future MTSO Values				
Route	**MTSO**	**2004 Monitoring Report**	**2007 Monitoring Report**	**2030 Baseline**
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps) (2.5 after 2030)	AM: 2.0 PM: 1.5	AM: 1.9 PM: 2.0	*AM: 3.5* *PM: 4.8*
	+10% daily ridership on public transit systems (BART)	*4,650(-16%) (1998-2003)*	*5,942 (+7%) (1998-2007)*	9,448 (+59%) (2007-2030)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9	*AM: 5.3* *PM: 4.0*
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.3 PM: 1.5	AM: 1.7 PM: 1.3	AM: 2.1 PM: 1.6
	Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	*+6.4% (1998-2004)*	*-45%[1] (1998-2007)*	*+2.8% (2007-2030)*

Notes
1. Route 950 discontinued. Route 74 data provided by AC Transit, 2007

5. ACTIONS FOR ROUTES OF REGIONAL SIGNIFICANCE

To address future traffic and congestion issues, the LPMC has identified a set of actions that are intended to result in achievement of the Action Plan goals and objectives. These actions represent a combination of specific projects, programs, measures, and mitigations that the Lamorinda jurisdictions have agreed to carry out as part of the Action Plan implementation.

5.1 Proposed Actions

Tables 7-10 show the proposed actions that the Lamorinda jurisdictions have agreed to carry out with support from CCTA to implement the Lamorinda Action Plan. Each table identifies actions that were carried forward from the previous Lamorinda Action Plan and new actions that are to be added in this update. The actions in this Lamorinda Action Plan Update reflect an orientation toward maintaining a safe travel environment, a reasonable level of service for travel within the area and a high quality of life for Lamorinda residents consistent with the stated goals, objectives and policies identified in Section 2.1 of this document. The actions are designed to achieve the standards reflected in the MTSOs through demand management, traffic system management and the support of transit and other alternative modes of transportation. The actions are designed to provide safe opportunities for walking and bicycling particularly for school trips and for access to BART and bus services.

Table 7 identifies the actions that apply to all three of the Routes of Regional Significance. These actions are generally oriented to addressing travel needs and congestion throughout the subregion and are actions that would require the joint effort of all of the Lamorinda jurisdictions. The actions in this table that are carried over from the previous action plan are sorted into four categories:

- Transit
- Travel Demand Management
- Pedestrian and Bicycle Facilities and Safety
- Regional Coordination and Action Plan Implementation

The actions specifically oriented to SR 24 are listed in Table 8, but most of the actions in Table 7 also apply to SR 24. The actions in Table 8 are also the responsibility of all of the Lamorinda jurisdictions. Actions specifically oriented to Pleasant Hill Road are listed in Table 9. They would be the responsibility of the City of Lafayette, but may require the cooperation of the other Lamorinda jurisdictions as well as the cooperation of the TRANSPAC: the Central County RPTC. Table 10 lists the actions specifically oriented to Camino Pablo/San Pablo Dam Road. They would be the responsibility of the City of Orinda, but may require the cooperation of the other Lamorinda jurisdictions as well as the cooperation of the WCCTAC: the West County RPTC.

Table 7: Proposed Actions for All Lamorinda Routes of Regional Significance*

	Actions Carried Over from the 1995 and 2000 Action Plans
Transit	
1	Support expanding transit service, including service between Lamorinda BART stations and adjacent communities in Central County, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.
2	Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for one-way BART ridership.
3	Support bus headway reductions on routes providing service to the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch.
4	Support and seek funding for augmentation and expansion of school bus service in Lamorinda
5	Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities.
Travel Demand Management	
6	Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters.
7	Support Transportation Demand Management (TDM) programs at colleges and high schools
8	Implement the Spare the Air Program
9	Seek funding to construct park-and-ride lots along primary arterial roads approaching SR 24 throughout Lamorinda.
Pedestrian and Bicycle Facilities and Safety	
10	Evaluate and seek opportunities to improve and/or build walkways/bikeway facilities between the Lamorinda BART stations and adjacent land uses and communities as outlined on the map included in the Action Plan.
11	Support the development of regional bicycle facilities
Regional Coordination and Action Plan Implementation	
12	Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies.
13	Participate in the Regional Transportation Mitigation Program (RTMP).
14	Support continuation and expansion of Measures C and J return-to-source funds for road maintenance.
15	Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years.
	New Actions Added with 2008 Action Plan Update
16	Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda
17	Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda on alternative routes
18	Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing commute loads
19	Support programs and projects that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates
20	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools
22	Support a collaborative effort with the Acalanes Union High School District to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda.
23	Establish reciprocity agreements with jurisdictions outside of Lamorinda to mitigate the downstream impacts of proposed new development projects or General Plan Amendments that could adversely affect ability to achieve the MTSOs.
24	Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of the senior population.

***Responsible parties: the Lamorinda jurisdictions of Orinda, Lafayette, and Moraga for all actions except the monitoring of MTSO values which is the responsibility of CCTA.**

Table 8: Proposed Actions for State Route 24*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek funding for an auxiliary lane on eastbound SR 24 Gateway on-ramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria.
2	Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24.
	New Actions Added with 2008 Action Plan Update
3	Support the Caldecott Tunnel Fourth Bore
4	Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR 24

***Responsible parties: the Lamorinda jurisdictions of Orinda, Lafayette, and Moraga**

Table 9: Proposed Actions for Pleasant Hill Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Monitor and evaluate traffic speed and other safety issues on an annual basis
2	Protect adjacent residential streets through the installation of traffic calming measures
3	Provide increased enforcement of the existing speed limit
4	If the CCCTA cannot increase service to Acalanes School, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits.
5	Support added person trip capacity on regional freeways that could divert traffic from Pleasant Hill Road
6	Support development of HOV lane programs on all freeways and regional routes where feasible
7	Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor with connections to BART and other CCCTA services in Lafayette
8	Support the provision of Park and Ride lots north of Lafayette's segment of Pleasant Hill Road
	New Actions Added with 2008 Action Plan Update
9	Support school start times on Pleasant Hill Road that reduce peak commute loads on the roadway.
10	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of Pleasant Hill Road as a substitute for freeway travel.
11	Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network.

***Responsible party: the City of Lafayette.**

Table 10: Proposed Actions for Camino Pablo/San Pablo Dam Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on San Pablo Dam Road and make recommendations for improvements.
2	Seek Measure C funding of HOV facility needs for San Pablo Dam Road and Camino Pablo. Study to look at need for, feasibility, and cost of installing additional park and ride lots and HOV bypass lanes at critical congestion points in the corridor.
3	Maintain and improve Lamorinda school bus program service to Wagner Ranch School.
4	Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies.
5	Improve and/or add sidewalks and/or pedestrian pathways along San Pablo Dam Road.
6	Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor.
7	Prepare letters of support to Caltrans, ACCMA, CCTA, and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo
8	Minimize number of new street and driveway access points to the extent that is feasible on San Pablo Dam Road
9	Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit.
	New Actions Added with 2008 Action Plan Update
10	Support pedestrian and bicycle improvements along Camino Pablo, including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand
11	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of San Pablo Dam Road and Camino Pablo as a substitute for freeway travel.

***Responsible parties: the City of Orinda.**

5.2 Preliminary Analysis Results of Proposed Actions

While the set of actions identified above are intended to work toward achievement of the MTSOs by 2030, the modeling results show that this may not be the case. In fact, model runs indicates that some of the MTSOs will be exceeded by 2030, even with full implementation of the Action Plan and the application of gateway capacity constraints. In that regard, it is important to note that the CCTA's GMP does not measure a local jurisdiction's compliance with the GMP on whether or not all of the MTSOs have been achieved. GMP compliance is determined by asking, through the biennial GMP Checklist, whether each jurisdiction has carried out the actions assigned to it in the adopted Action Plan. Compliance with the GMP could become an issue, however, when a local jurisdiction fails to carry out the actions for which it is responsible.

Every few years, the CCTA will monitor the Routes of Regional Significance to assess whether the MTSOs are being met. If that monitoring effort shows that an MTSO

exceedance has occurred, then the LPMC may wish to re-visit its adopted Action Plan, and determine whether revisions are necessary. Such revisions could include, for example, adding new actions, or changing the MTSOs. The CCTA's Growth Management *Implementation Documents* state that the RTPCs "should avoid watering down MTSOs during the revision process," however, changes to the MTSOs are still an option for the LPMC. A preferred outcome would be to reach consensus for the Lamorinda jurisdictions to increase their local commitments to actions needed to achieve the MTSOs.[3]

To help address the issue of through traffic on Lamorinda's Regional Routes, the following two new policies are proposed for inclusion in the Lamorinda Action Plan: Gateway Constraints, and Traffic Management. The combination of these new policies has the potential to limit through traffic during any given hour to a level that could potentially be accommodated within the limits of the MTSOs.

5.3 Proposed Gateway Constraint Policy

A key new strategy proposed in this Action Plan for Lamorinda, is to adopt a "gateway constraint" policy that controls peak-hour, peak-direction vehicle flows on major roadways leading into Lamorinda. Such a policy, if adopted, would set maximum lane widths for SR 24 inbound gateways, and similarly, would identify limits on number of lanes for arterials, such as Pleasant Hill Road and Camino Pablo.

Initial evaluation indicates that adoption of a Gateway Constraint policy could be beneficial to Lamorinda residents, because such a policy would reserve some room on the regional system, so that access to the system will be maintained for traffic that has an origin and/or destination in Lamorinda. Furthermore, the modeling analysis indicates that adoption of a Gateway Constraint policy may be the key to achieving the MTSOs for Lamorinda.

The south county jurisdictions of SWAT (Danville, San Ramon, and Contra Costa County) have a Gateway Constraint policy that has been in place since 1995, when the first Tri-Valley Transportation Plan/Action Plan was adopted. The policy has been successfully implemented through the TVTC, whose Contra Costa jurisdictions fall under the purview of SWAT as the designated RTPC under Measure C/J. The gateway constraint policies of the Tri-Valley Action Plan are available for review in the Draft Tri-Valley Action Plan, issued February 26 by TVTC.

[3] Contra Costa Transportation Authority, Growth Management Program Implementation Documents, Draft Implementation Guide, Public Review Draft, October 18, 2007, p. 35.

5.4 Proposed Gateway Policies for Specific Routes

SR-24: The four-lane Caldecott Tunnel, eastbound, and the four-lane cross section of SR 24 westbound, just west of the Pleasant Hill Road off-ramp are proposed as Gateway Constraints.

The SR 24 gateway capacity is currently limited eastbound by the Caldecott Tunnel and westbound by the SR24/I-680 interchange and the connection to SR 24. The Caldecott Tunnel currently has three tunnels, each with two lanes. The center tunnel is reversible and is operated in the peak direction: westbound in the morning and eastbound in the evening. This method of operation provides four lanes of capacity in the peak direction. Because of the combination of factors at the entrances to the tunnel, the practical capacity in the peak direction is limited to about 8000 to 8400 vehicles per hour. Although a two-lane, fourth bore is planned for the Caldecott Tunnel, only the capacity of the off-peak direction would be increased for which only one tunnel (two lanes) is currently available.

The capacity constraint at the east end of SR 24 for westbound traffic results from congestion on I-680 during the morning peak producing stop-and-go conditions before the exit ramps to SR 24. A second constraint exists westbound on SR 24 at the Pleasant Hill Road exit where an auxiliary lane ends. Six lanes of westbound traffic enter SR 24 from the east end: three from southbound I-680, two from northbound I-680 and one from Mt. Diablo Boulevard. These six lanes merge to five lanes for a short segment, but only four lanes continue past the Pleasant Hill Road exit. The effective westbound capacity constraint at that point is about 8400 to 8800 vehicles per hour.

Pleasant Hill Road: The two southbound through lanes on Pleasant Hill Road–Taylor Boulevard are proposed as a Gateway Constraint (Location to be Determined).

Pleasant Hill Road is two lanes in each direction from its merge with Taylor Boulevard south to SR 24 with additional turn lanes at most intersections. The first signalized intersection south of the Pleasant Hill Road-Taylor Boulevard merge is at the "T" intersection with Rancho View Drive. Other major intersections are at Green Valley Road, Reliez Valley Road, Spring Hill Road and Stanley Road/Deer Hill Road. Each of these signalized intersections has left- and right-turn lanes on Pleasant Hill Road.

The capacity constraints on arterials providing access to the Lamorinda area are determined by the number of lanes and the timing of signals at intersections near the entry point. On Pleasant Hill Road southbound during the AM peak period, capacity is determined primarily by the timing of signals at the four major intersections and how much green time is given to Pleasant Hill Road. While the gateway policy addresses physical characteristics at key intersections, the timing of signals can also act as a metering point, as discussed below in the Traffic Management strategy section.

Camino Pablo/San Pablo Dam Road: The Gateway Constraint policy for Camino Pablo is subject to discussion by LPMC.

Camino Pablo/San Pablo Dam Road is one lane in each direction with left turn lanes at most major intersections from the Orinda border south to Miner Road. It is two lanes in each direction with left and right turn lanes from Miner Road to SR 24. The southbound gateway capacity for the road is set primarily by the signals along the two-lane section of the road at Wildcat Canyon/Bear Creek Road, Miner Road and El Toyonal/Orinda Way. A gateway policy could be adopted for this roadway, however, it lends itself more to traffic management strategies, as described further below.

5.5 Traffic Management Strategies

While adoption of a Gateway Constraint policy could limit the volume of traffic entering Lamorinda during peak hours, it would not fully address the operational issues of how to manage the flow of traffic through the gateway. For that reason, Traffic Management Strategies are also proposed to further address the issue of peak hour traffic entering Lamorinda during the peak period. Traffic Management Strategies include single point metering (metering traffic through a signalized intersection) and signal timing coordination. For example, to encourage through commuters to use I-680 rather than Pleasant Hill Road, one possible traffic management strategy would be to meter the through-traffic flow on southbound Pleasant Hill Road in the AM peak period, while maintaining accessibility for Lamorinda residents who wish to enter Pleasant Hill Road the cross-streets within Lamorinda. A similar strategy could be appropriate for Camino Pablo/San Pablo Dam Road. Before adoption of a traffic management strategy to restrict the flow of entering vehicles on either of these two arterial, turning-movement traffic counts should be conducted at intersections along the corridor before and after any point that might be considered as the constraining point to determine intersection level of service and the amount of traffic that might be diverted by the constraint. In addition turning-movement counts and travel-time runs should be conducted in the corridor after implementation to determine whether the traffic management strategy is having the desired effect and without unnecessarily large negative impacts in terms of queues at the metering signals.

The traffic management strategy of single point metering and signal timing coordination is not without precedent. In the East County and Central County subareas, the Railroad Avenue/Kirker Pass Road/Ygnacio Valley Road corridor functions as a major travel route for commuters coming from East to Central County in the westbound AM peak period. The Central County Action Plan proposed that to address this heavy commute traffic, a Traffic Management Program (TMP) should be jointly prepared by the TRANSPAC and TRANSPLAN RTPCs. In 2001, the TMP was developed and subsequently implemented throughout the corridor, with single point metering at agreed-upon locations in Pittsburg, Concord and Walnut Creek. The TMP serves to meter through traffic along the corridor, while allowing cross-street traffic full access.

Local success of gateway constraint and traffic management strategies to maintain downstream roadway capacity for Lamorinda is dependent on maintaining local control of decisions and signal operations. Gateway constraints and traffic management strategies considered for specific routes within Lamorinda shall be determined only by a vote of locally elected officials at locally, noticed public hearing.

6. FINANCIAL PLAN

6.1 Overview of the Financial Plan

The projects and programs affecting Lamorinda receive funding from a variety of sources. Many of the projects and programs designed to address needs within an individual community are funded by the general revenues of the jurisdiction (city or county) in which the project is being implemented or through development impact fees specific to the jurisdiction. Larger projects of a more regional nature generally receive funding from a variety of funding sources designed to address subarea or regional issues. These include revenue from the county sales tax measures for Contra Costa County (Measures C and J).

Measure C in Contra Costa County was passed in 1988 and provides a half-cent sales tax for transportation through the year 2008. Measure J was passed in 2004 and extends the half-cent sales tax through 2034. Measure C is currently providing roughly $70 million to $80 million per year and Measure J will provide roughly $2 billion over the 25-year period. Some of the key Lamorinda projects that will be funded by Measures C and J are the following:

- Caldecott Tunnel Fourth Bore
- BART East County Rail Extension
- I-680 HOV Lane Gap Closure and Transit Corridor Improvements
- BART Parking, Access and Other Improvements
- Local Street Maintenance and Improvements
- Major Street Traffic Flow, Safety and Capacity Improvements
- Transportation for Livable Communities Grants
- Pedestrian, Bicycle and Trail Facilities
- Bus Services
- Transportation for Seniors and People with Disabilities
- Commute Alternatives
- Congestion Management, Transportation Planning Facilities and Services
- Safe Transportation for Children

Additional regional funds are provided by the following federal, state and regional sources:

- Federal Surface Transportation Funds – SAFETE-LU
- State Transportation Development Act (TDA)/State Transit Assistance (STA) Revenues
- State Transportation Improvement Program (STIP) Funds
- State Corridor Management Improvement Account (Prop 1B)
- State Environmental Enhancement and Mitigation

- STDA, Article 3 – Bicycle and Pedestrian Funds
- Bridge Toll Revenues
- Regional Measure 2 Bridge Toll Revenues for Specific Projects and Programs
- AB 1107 half-cent sales tax revenues for transit (BART and AC Transit)
- Transportation Fund for Clean Air - Vehicle Registration Fees for Clean Air Programs

The traffic growth that is expected on the Regional Routes will be mitigated in part through a set of projects and programs as identified in this Plan. Funding for these projects and programs through existing sources, however, will not be sufficient to fully fund all of the identified needs. Since the first plan was adopted in 1995, the LPMC has looked to new development to defray the costs of mitigating the impacts it creates. The LPMC's Subregional Transportation Mitigation Program generates additional revenue to mitigate the impacts of new development in Lamorinda. Developer funding of projects to mitigate the impacts of new development that occurs outside of Lamorinda, is subject to the establishment of reciprocity agreements between the LPMC and the upstream jurisdiction where that new development occurs. The Central County RTMP (TRANSPAC) considers use of such reciprocity agreements for projects that generate in excess of 100 net peak hour vehicle trips.

6.2 Subregional Transportation Mitigation Program (STMP)

In August 1994, the Lamorinda Project Management Committee (LPMC) adopted the *Lamorinda Transportation Improvement Program* (LTIP) as its blueprint for transportation planning through the year 2010. According to the statutory requirements of Measure C, the LPMC must adopt a subregional traffic mitigation program to ensure that new growth is paying its share of the costs associated with that growth. The CCTA established April 15, 1998 as the deadline by which all Contra Costa County jurisdictions must adopt a fee in order to remain in compliance with the Growth Management Program and continue receiving return to source funds from CCTA.

The LTIP is the result of the Lamorinda Traffic Study completed in late 1994. It identified roughly 37 improvements to regional roadways and transit facilities and total approximately $17.7 million (1998 dollars). The LPMC then created the Lamorinda Transportation Impact Fee (LTIF) as a mechanism to charge new development to mitigate the traffic impacts it creates. The LTIF identified seven projects for use of the funds. A fee structure for new development was established based on the expected impact of the new development and the cost to mitigate the impact. Since its adoption, the funds of the LTIF have not been used for project funding. The estimated project costs have been increased to reflect rising construction costs. No new projects have been added nor has a re-evaluation of the needs for new and past projects occurred, but a reassessment of the project list and fee structure will be considered after the completion of the Action Plan and the actions adopted as part of the Plan will be considered.

7. PROCEDURES FOR NOTIFICATION, REVIEW, AND MONITORING

This Chapter provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

7.1 Notification Regarding Development Applications and Environmental Documents

As part of the Growth Management Program, local cities and towns are required to notify neighboring jurisdictions regarding proposed projects and general plan amendments. By agreement among the three cities within Lamorinda, the following notification procedures shall be followed:

- For any General Plan Amendment, the lead jurisdictions shall notify the other Lamorinda jurisdictions and the designated staff person for LPMC soon as the General Plan Amendment application is deemed complete.
- For any proposed project that generates more than 10 and less than 50 net new peak hour vehicle trips, the lead jurisdictions shall notify the planning directors of the other Lamorinda jurisdictions as soon as the development application is deemed complete. No additional actions are required, unless the proposed development is subject to CEQA, in which case the CEQA-related notification procedures apply as outlined below.
- For proposed projects that would generate 50 or more net new peak hour vehicle trips, the Lamorinda jurisdictions agree to the following procedure:
  1. The Lead Agency shall notify the planning directors of the other Lamorinda jurisdictions and the designated staff liaisons for LPMC;
  2. Following receipt of notification, any Lamorinda jurisdiction may request a meeting to discuss the application.
- If the project generates more than 100 net peak hour vehicle trips, the LPMC staff person shall in turn notify the designated staff person for SWAT, who may in turn notify other jurisdictions within SWAT, and adjacent RTPCs as appropriate so that affected jurisdictions may comment on proposed projects and subsequent environmental documentation[4].

[4] Conversely, as required under Authority Resolution 93-02-G, the other RTPCs will notify SWAT of proposed projects and general plan amendments that exceed 100 peak hour vehicle trips.

When the above-mentioned development projects and GPAs involve the CEQA process, notification shall occur at the following two junctures:

a. Upon issuance of a Notice of Intent to Issue a Negative Declaration or a Notice of Preparation for EIR/EIS; and

b. Upon completion of a Negative Declaration or draft EIR/EIS (Notice of Completion).

In each case, the neighboring communities are to be provided an opportunity to review and comment on the environmental documents. The Lamorinda subarea has made the policy more stringent than the established CCTA notification policy by setting the threshold for circulation below 100 net new peak hour vehicle trips. The threshold for net new peak hour vehicle trips is the threshold total number of vehicle trips projected to enter and leave the project site, during the AM or the PM peak hour (whichever is greater), not including bypass vehicle trips, and exempting vehicle trips that are currently generated by the site if it is under an existing use. Table 11 contains examples of the types of developments that generate 50 or more new peak hour vehicle trips[5].

Table 11: Examples of Developments Meeting the 50 Net Peak Hour Trip Threshold

Land Use	Size[1,2]	AM trips	PM trips
Single Family	50 DU	38	51
Condominium (Low Rise)	64 DU	44	50
Apartments	80 DU	41	50
Hotel	85 DU	48	50
Fast Food Restaurant	1.0 KSF	53	35
Shopping Center	14 KSF	14	53
General Office	32 KSF	50	48

1. DU = Dwelling Units
2. KSF = 1,000 Square Feet
Source: ITE Trip Generation, 7th Edition, 2003

7.2 Review of General Plan Amendments

Existing general plans were used as the basis for the modeled land use assumptions developed for the Action Plan. General plan amendments (GPAs) other than those assumed in the land use assumptions could reduce the effectiveness of the Action Plan. A process has been defined to address GPAs and their impact on the Action Plan.

In addition to the notification procedures outlined in Section 7.1 above, GPAs whose implementation would either generate new traffic or result in a change in traffic patterns may, at the request of an LPMC member jurisdiction, be subject to review by LPMC. During that review process, the lead jurisdiction must demonstrate to the satisfaction of

[5] These trip generation rates are only a guide and may need to be adjusted to fit the specific type of project proposed.

the LPMC that the proposed GPA does not adversely affect the Lamorinda jurisdiction's ability to meet the MTSOs or to implement the agree-upon actions in the Action Plan. If the LPMC reaches consensus that the proposed GPA is acceptable "as is," then the GPA sponsor may approve the GPA without consequence.

If the proposed GPA is found to adversely affect ability to meet the MTSOs or implement the Action Plan, then the LPMC and the lead jurisdiction shall engage in discussions to further analyze the affects of the proposed GPA, and to determine whether the GPA can be modified to mitigate its impact on the transportation system relative to the MTSOs and actions. Alternatively, the LPMC may consider and adopt modifications to its Action Plan to accommodate the proposed GPA. Subsequently, the LPMC and the GPA sponsor must reach agreement on amendments to the proposed GPA and/or Action Plan to mitigate the impact on the MTSOs and actions. (Note: If the GPA is a voter-approved initiative, it cannot be modified and modifications to the action plan in response to the GPA would be the appropriate response.) The discussions shall follow the cooperative multi-jurisdictional planning process envisioned by Measure C and J, and shall fulfill the requirements of the GPA review procedure stipulated in CCTA Resolution 95-06-G. LPMC shall serve as the primary committee that would evaluate the impact of the proposed GPA on the Lamorinda Action Plan.

If consensus on any of the above conditions cannot be reached at LPMC, then LPMC shall notify SWAT, who in turn would notify the Authority regarding a potential growth management compliance issue that could invoke the Authority's conflict resolution procedure.

In certain cases, the MTSOs, as forecast, may exceed their prescribed thresholds under growth already included in the adopted general plans. This event alone will not result in a local jurisdiction being found out of compliance with the Measure J Growth Management Plan. However, any GPAs that are proposed must not adversely affect the policies or MTSOs of the Action Plan. In the case of MTSOs that already exceed the thresholds, the GPA must not make it worse.

7.3 Action Plan Monitoring and Review

The Action Plans are to be monitored to determine whether or not the MTSOs are being met. If it is determined through the monitoring process that the MTSOs are not being met, the Action Plans may require modification and/or an update. The following steps are envisioned for Action Plan review:

(a) Monitor, biannually, all Regional Routes of Significance to determine MTSO compliance (by CCTA); and

(b) If the results of the monitoring effort show that a regional route has exceeded the adopted MTSO, a focused Action Plan may be prepared by the RTPC; and

(c) A complete review of the Lamorinda Action Plan shall be conducted on a four-to-five-year cycle (jointly by the RTPC and CCTA) in coordination with updates to the Authority's Countywide Comprehensive Transportation Plan Update.